

For the information and guidance of
Railway Officers and Railway Staff only.
SALVE ALL WASTE PAPER

BRITISH RAILWAYS

NORTH EASTERN REGION

**PASSENGER LOCOMOTIVE
AND DIESEL UNIT WORKING**

NEWCASTLE DISTRICT

12th SEPTEMBER, 1960 to 11th JUNE, 1961

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NEWCASTLE DISTRICT AUTHORISED PASSENGER SHUNTING ENGINES

| | |
|--|--|
| Gateshead Shed Nos. 1, 3, 4 and 5 | CENTRAL STATION |
| Heaton Shed Nos. 2 and 6 | CENTRAL STATION |
| Heaton Shed Nos. 7 and 8 | HEATON CARRIAGE SIDINGS |
| Blaydon Shed | SCOTSWOOD BRIDGE CARRIAGE SIDINGS |
| | (See BN.10L and 11L SX , BN.10L SO) |
| Blaydon Shed | DELAVAL |
| | (See BN.11L SX , BN.10L SO) |

STEAM HEATING OF PASSENGER TRAINS

| | |
|-----------------------------------|---|
| LONG DISTANCE NIGHT TRAINS | } In accordance with instructions on Page 42 of General Appendix |
| ALL OTHER TRAINS | |

Special Steam Heating Allowances are included in the Locomotive Diagrams

EXPLANATION OF REFERENCES

| | | | |
|---------------|-------------------------|-----------|--|
| LE | Light Engine. | P | Shed Relief prepare engine. |
| LE & G | Light Engine and Guard | D | Shed Relief stable engine. |
| Ety | Empty Train. | C | Coal. |
| E & V | Engine and Van. | R | Reliefmen. |
| * | Special Arrangement. | SH | Steam Heat |
| ‡ | Engine to be liberated. | ◆ | Change Enginemmen. |
| HLB | Via High Level Bridge. | † | Engine utilised for Piloting. and Shunting. |
| K | Via King Edward Bridge. | T | Engine to be turned. |

All other references are as W.T.T.

F. L. HICK,

Operating Officer,
North Eastern Region,
York. DI/2022

DIESEL UNIT WORKING.

FERRY SERVICES: GOSFORTH SHEDS AND SCOTSWOOD B.S.

| | | | EWD E.C.S. a.m. | EWD E.C.S. p.m. | | | | EWD E.C.S. a.m. | EWD E.C.S. a.m. |
|----------------|-----|-----|-----------------------|-----------------------|----------------|-----|-----|-----------------------|-----------------------|
| Scotswood B.S. | ... | ... | 10†0 | 9†0 | Gosforth Sheds | ... | ... | 3†30 | 11†0 |
| Newcastle | ... | ... | 10 10 | 9 10 | Jesmond | ... | ... | 3 39 | 11 9 |
| Jesmond | ... | ... | 10 14 | 9 14 | Newcastle | ... | ... | 3 43 | 11 13 |
| Gosforth Sheds | ... | ... | 10†23 | 9†23 | Scotswood B.S. | ... | ... | 3†53 | 11†23 |

INDEX TO UNITS.

| Unit Numbers | Type | Service |
|---------------------------------|--------------------------------|--------------------------------|
| 50, 51, 52, 53, 54, 55 | Twin Blue Square | Newcastle, Hexham, Carlisle |
| 56, 57 | Quad Blue Square (with R.M.B.) | |
| 58, 59, 60, 61, 62 | Quad Blue Square (no R.M.B.) | |
| 71, 72 | Quad Yellow Diamond | Newcastle and Middlesbrough |
| 73, 74, 75, 76, 77 | Quad Blue Square | |
| 80 | Twin Blue Square | |
| 85, 86 | Twin Blue Square | Blyth and Tyne. |
| 87, 88 | Twim Yellow Diamond | |
| 89 | Quad Yellow Diamond | |
| 91, 92, 93, 94, 95, 96, 97, 98, | Twin Blue Square | County Durham. |
| 99, 100, 101, 102, 103, 104, | | |
| 105 | | |
| 107, 108 | Quad Blue Square (with RMB) | Main Line. |
| 109, 110 | Twin Blue Square | |

FORMATION OF UNITS.

| | | | | | | |
|----------------------------------|-----|-----------------------------|-----|-----|-----|------|
| Twin Derby | ... | Driving Compo Lavatory | ... | ... | 12F | 53S |
| | ... | Motor Second Lavatory Brake | ... | ... | ... | 52S |
| TOTAL | | | | | 12F | 105S |
| Quad Derby | ... | Motor Compo | ... | ... | 20F | 36S |
| | ... | Second Class Brake | ... | ... | ... | 45S |
| | ... | Second Lavatory | ... | ... | ... | 61S |
| | ... | Motor Second | ... | ... | ... | 64S |
| TOTAL | | | | | 20F | 206S |
| Twin Metro Cammell | ... | Driving Compo Lavatory | ... | ... | 12F | 53S |
| | ... | Motor Second Lavatory Brake | ... | ... | ... | 52S |
| TOTAL | | | | | 12F | 105S |
| Quad Metro Cammell | ... | Motor Compo Lavatory | ... | ... | 12F | 45S |
| | ... | Second Lavatory | ... | ... | ... | 61S |
| | ... | Second Lavatory Brake | ... | ... | ... | 45S |
| | ... | Motor Compo Lavatory | ... | ... | 12F | 45S |
| TOTAL | | | | | 24F | 196S |
| Quad Metro Cammell (with RMB) | ... | Motor Compo Lavatory | ... | ... | 12F | 45S |
| | ... | Second Class RMB | ... | ... | ... | 52S |
| | ... | Second Lavatory Brake | ... | ... | ... | 45S |
| | ... | Motor Compo Lavatory | ... | ... | 12F | 45S |
| TOTAL | | | | | 24F | 187S |

DIESEL UNIT WORKING.

NEWCASTLE-HEXHAM-CARLISLE: HALTWHISTLE AND ALSTON—
MONDAYS TO FRIDAYS.

Summary of units to be conveyed:—

| Newcastle to Hexham and Newcastle | | | No. of Cars | | Unit Numbers |
|--------------------------------------|-------------|-----|----------------|-----|-----------------|
| 5 50 a.m. | Hexham | ... | 2 | ... | 51 |
| 6 43 a.m. | Carlisle | ... | 4 | ... | 58 |
| 7 0 a.m. | Hexham | ... | 4 | ... | 60 |
| 7 30 a.m. | Hexham | ... | 4 | ... | 57 |
| 7 50 a.m. | Hexham | ... | 2 | ... | 51 |
| 8 20 a.m. | Carlisle | ... | 2 | ... | 52 |
| 9 20 a.m. | Carlisle | ... | 4 | ... | 60 |
| 9 50 a.m. | Hexham | ... | 4 | ... | 56 |
| 10 30 a.m. | Carlisle | ... | 4 | ... | 57 |
| 11 20 a.m. | Hexham | ... | 4 | ... | 58 |
| 11 50 a.m. | Hexham | ... | 2 | ... | 51 |
| 12 20 p.m. | Carlisle | ... | 4 | ... | 56 |
| 12 40 p.m. | Hexham | ... | 4 | ... | 61 |
| 1 20 p.m. | Hexham | ... | 4 | ... | 58 |
| 2 20 p.m. | Carlisle | ... | 4 | ... | 59 |
| 2 55 p.m. | Hexham | ... | 2 | ... | 51 |
| 3 20 p.m. | Carlisle | ... | 4 | ... | 57 |
| 3 50 p.m. | Hexham | ... | 4 | ... | 61 |
| 4 20 p.m. | Carlisle | ... | 4 | ... | 56 |
| 4 27 p.m. | Hexham | ... | 4 | ... | 50, 54 |
| 5 2 p.m. | Hexham | ... | 4 | ... | 58 |
| 5 20 p.m. | Carlisle | ... | 6 | ... | 52, 60 |
| 5 35 p.m. | Hexham | ... | 4 | ... | 61 |
| 5 57 p.m. | Hexham | ... | 4 | ... | 50, 54 |
| 6 20 p.m. | Carlisle | ... | 4 | ... | 59 |
| 7 20 p.m. | Haltwhistle | ... | 2 | ... | 51 |
| 8 20 p.m. | Carlisle | ... | 4 | ... | 58 |
| 9 10 p.m. | Hexham | ... | 2 | ... | 54 |
| 10 10 p.m. | Haltwhistle | ... | 2 | ... | 51 |
| 11 15 p.m. | Hexham | ... | 2 | ... | 54 |

| Hexham to Newcastle | | | No. of of Cars | | Unit Nos. |
|------------------------|-----|---|-------------------|-----|--------------|
| 5 45 a.m. | ... | 2 | ... | ... | 50 |
| 6 50 a.m. | ... | 2 | ... | ... | 51 |
| 7 57 a.m. | ... | 4 | ... | ... | 60 |
| 8 30 a.m. | ... | 4 | ... | ... | 57 |
| 9 10 a.m. | ... | 2 | ... | ... | 51 |
| 11 10 a.m. | ... | 4 | ... | ... | 56 |
| 12 20 p.m. | ... | 4 | ... | ... | 58 |
| 1 10 p.m. | ... | 2 | ... | ... | 51 |
| 2 20 p.m. | ... | 4 | ... | ... | 61 |
| 3 25 p.m. | ... | 4 | ... | ... | 58 |
| 4 5 p.m. | ... | 2 | ... | ... | 51 |
| 4 40 p.m. | ... | 4 | ... | ... | 61 |
| 5 15 p.m. | ... | 4 | ... | ... | 50, 54 |
| 5 55 p.m. | ... | 4 | ... | ... | 58 |
| 7 10 p.m. | ... | 4 | ... | ... | 61 |
| 8 10 p.m. | ... | 4 | ... | ... | 50, 54 |
| 10 25 p.m. | ... | 2 | ... | ... | 54 |

| Carlisle to Newcastle | | | No. of of Cars | | Unit Nos. |
|--------------------------|-----|---|-------------------|-----|--------------|
| 6 55 a.m. | ... | 6 | ... | ... | 54, 59 |
| 7 35 a.m. | ... | 4 | ... | ... | 61 |
| 9 0 a.m. | ... | 4 | ... | ... | 58 |
| 11 0 a.m. | ... | 6 | ... | ... | 52, 60 |
| 1 0 p.m. | ... | 4 | ... | ... | 57 |
| 2 20 p.m. | ... | 4 | ... | ... | 56 |
| 4 20 p.m. | ... | 4 | ... | ... | 59 |
| 5 25 p.m. | ... | 4 | ... | ... | 57 |
| 7 1 p.m. | ... | 4 | ... | ... | 56 |
| 9 8 p.m. | ... | 4 | ... | ... | 59 |

6 13 a.m. Haydon Bridge to Newcastle — 2 cars — Unit No. 52.

6 55 a.m. Haltwhistle to Newcastle — 4 cars — Unit No. 56.

4 40 p.m. Prudhoe to Newcastle — 2 cars — Unit No. 52.

8 45 p.m. Haltwhistle to Newcastle — 2 cars — Unit No. 51

All Haltwhistle to Alston services covered by 2 car unit No. 53.

Unit No. 50. 2 Cars.

| | a.m. | a.m. | Driver |
|----------------|------|-------------|----------------|
| Hexham | ... | 5 45 | 2 cars HX.2 |
| Newcastle | ... | 6 32 | |
| 54 } Newcastle | ... | 9 † 0 | 8 cars BN.2 |
| 59 } S.B.S. | ... | 9 † 10 | |
| S.B.S. †† | ... | p.m. 1 † 55 | 8 cars BN.5 |
| Newcastle | ... | 2 † 5 | 59 |
| Newcastle | ... | 4 27 | 4 cars GD.2 |
| Hexham | ... | 5 5 | 5 15 HX.8 |
| Newcastle | ... | 5 50 | 5 57 |
| Hexham | ... | 6 40 | 8 10 |
| Newcastle | ... | 8 56 | 54 |
| 59 Newcastle | ... | 11 † 20 | 59 6 cars BN.8 |
| S.B.S. | ... | 11 † 30 | |

†† Quad Unit to be REAR from S.B.S.

Unit No. 51. 2 Cars.

Attached REAR of Quad Unit No. 58 from S.B.S. to Newcastle.

| | a.m. | a.m. | Driver |
|-----------|------|--------|---------------------|
| 58 S.B.S. | ... | 5 † 15 | 6 cars HN.1 |
| Newcastle | ... | 5 † 25 | |
| Newcastle | ... | 5 50 | 58 2 cars HN.1/BN.3 |
| Hexham | ... | 6 37 | 6 50 |
| Newcastle | ... | 7 37 | 7 50 |
| Hexham | ... | 8 40 | 9 10 HX.1 |
| Newcastle | ... | 9 57 | 11 50 GD.2 |
| Hexham | ... | 12 35 | 1 10 BN.6 |
| Newcastle | ... | 1 54 | 2 55 GD.4 |
| Hexham | ... | 3 40 | 4 5 |
| Newcastle | ... | 4 50 | |

Stand-by set to:—

| | | | |
|-------------|-----|-------|-------------|
| Newcastle | ... | 7 20 | 2 cars GD.4 |
| Haltwhistle | ... | 8 35 | 8 45 |
| Newcastle | ... | 9 55 | 10 10 HX.8 |
| Haltwhistle | ... | 11 24 | |

Works No. 53 next day.

Unit No. 52. 2 Cars.

| | a.m. | a.m. | Driver |
|---------------|------|--------|---------------|
| Hexham | ... | 5 † 42 | 2 cars HX.1 |
| Haydon Bridge | ... | 5 † 54 | |
| 56 S.B.S. ... | ... | 4 † 55 | 6 cars BN.1 |
| Hexham | ... | 5 30 | 5 32 |
| Haydon Bridge | ... | 5 † 54 | 56 |
| Haydon Bridge | ... | 6 13 | 2 cars HX.1 |
| Newcastle | ... | 7 10 | 8 20 BN.5 |
| Carlisle | ... | 10 26 | |
| 60 Carlisle | ... | 11 0 | 6 cars |
| Newcastle | ... | 12 38 | 12 † 50 |
| S.B.S. | ... | 1 † 0 | 60 |
| S.B.S. | ... | 4 † 5 | 2 cars CD.183 |
| Prudhoe | ... | 4 † 23 | 4 40 |
| Newcastle | ... | 5 5 | |
| 60 Newcastle | ... | 5 20 | 6 cars |
| Carlisle | ... | 7 † 15 | 7 † 20 |
| Collier L. | ... | 7 † 20 | 60 |

Unit No. 53. 2 cars.

| | a.m. | a.m. | Driver |
|-------------|------|---------|--------------|
| 56 S.B.S. | ... | 4 † 55 | 6 cars BN.1 |
| Hexham | ... | 5 30 | 5 32 |
| Haltwhistle | ... | 6 † 0 | |
| Haltwhistle | ... | 6 30 | 56 2 cars |
| Alston | ... | 7 0 | 7 5 |
| Haltwhistle | ... | 7 40 | 8 13 |
| Alston | ... | 8 48 | 8 55 |
| Haltwhistle | ... | 9 30 | 12 0 HX.3 |
| Alston | ... | 12 35 | 12 45 |
| Haltwhistle | ... | 1 20 | 3 30 HX.6 |
| Alston | ... | 4 5 | 4 25 |
| Haltwhistle | ... | 5 0 | 5 40 |
| Alston | ... | 6 15 | 6 50 |
| Haltwhistle | ... | 7 25 | 7 50 HX.7 |
| Alston | ... | 8 25 | 8 55 |
| Haltwhistle | ... | 9 30 | 11 † 38 HX.8 |
| Hexham | ... | 11 † 57 | |

Works No. 50 next day.

DIESEL UNIT WORKING.

NEWCASTLE-HEXHAM-CARLISLE: HALTWHISTLE AND ALSTON—
MONDAYS TO FRIDAYS—continued.

Unit No. 54. 2 Cars.

| | a.m. | a.m. | Driver |
|---------------------|-------|-------------|-------------|
| 59 Collier Lane ... | 6†35 | 6†35 | CD.181 |
| Carlisle ... | 6†40 | 6 55 | CD.181/HX.4 |
| Newcastle ... | 8 50 | | |
| 50 Newcastle ... | 9†10 | 9†0 | 8 cars BN.2 |
| S.B.S. ... | p.m. | p.m. | |
| S.B.S. †† ... | 1†55 | 8 cars BN.5 | |
| Newcastle ... | 2†5 | 59 | |
| Newcastle ... | 4 27 | 4 cars GD.2 | |
| Hexham ... | 5 5 | 5 15 | HX.8 |
| Hexham ... | 5 50 | 5 57 | |
| Hexham ... | 6 40 | 8 10 | |
| Newcastle ... | 8 56 | 50 | |
| Newcastle ... | 9 10 | 2 cars GD.5 | |
| Hexham ... | 9 54 | 10 25 | |
| Newcastle ... | 11 9 | 11 15 | BN.9 |
| Hexham ... | 11 58 | 12†8 | |
| S.B.S. ... | 12†38 | | |

†† Quad unit to be REAR from S.B.S.

Unit No. 55. 2 Cars.

Change-over set at Scotswood B.S.

Unit No. 56. 4 Cars (including RMB Car No. 59573).

| | a.m. | a.m. | Driver |
|------------------|-------|-------------|-------------|
| 53 S.B.S. ... | 4†55 | 6 cars BN.1 | |
| Hexham ...MO | 5 30 | 5 32 | |
| Haltwhistle ... | 6†0 | 53 | |
| 52 S.B.S. ... | 4†55 | 6 cars BN.1 | |
| Hexham ... | 5 30 | 5 32 | |
| Haydon Bridge MX | 5†44 | 52 | |
| Haydon Bridge | 5†57 | 4 cars | |
| Haltwhistle ... | 6†10 | | |
| Haltwhistle ... | 6 55 | 4 cars BN.2 | |
| Newcastle ... | 8 5 | 9 50 | HX.2 |
| Hexham ... | 10 33 | 11 10 | BN.3 |
| Newcastle ... | 11 54 | 12 20 | BN.3/6/GD.2 |
| Carlisle ... | 2 8 | 2 20 | * |
| Newcastle ... | 3 43 | 4 20 | * |
| Carlisle ... | 6 7 | 7 1 | * |
| Newcastle ... | 8 34 | 8†45 | |
| S.B.S. ... | 8†55 | | |

* RMB staffed on these trips only.
Works daily.

Unit No. 57. 4 Cars (including RMB Car No. 59574).

RMB Unit to be front from S.B.S. to Newcastle.

| | a.m. | a.m. | Driver |
|------------------|------|-------------|-------------|
| 60 S.B.S. ... | 6†37 | 8 cars HN.1 | |
| Newcastle ... | 6†47 | 60 | |
| Newcastle ... | 7 30 | 4 cars HX.1 | |
| Hexham ... | 8 15 | 8 30 | HX.2 |
| Newcastle ... | 9 11 | 10 30 | * |
| Carlisle ... | 12 3 | 1 0 | * |
| Newcastle ... | 2 39 | 3 20 | * |
| Carlisle ... | 5 8 | 5 25 | * |
| 61 Newcastle ... | 7 5 | 8†8 | 8 cars BN.6 |
| S.B.S. ... | 8†18 | 61 | BN.9 |

* RMB staffed on these trips only.
Works daily.

Unit No. 58. 4 cars.

Attached FRONT of Twin Unit No. 51 from S.B.S. to Newcastle.

| | a.m. | a.m. | Driver |
|---------------|-------|---------------|--------|
| 51 S.B.S. ... | 5†15 | 6 cars HN.1 | |
| Newcastle ... | 5†25 | 51 | |
| Newcastle ... | 6 43 | 4 cars HX.2/3 | |
| Carlisle ... | 8 36 | 9 0 | HX.3/4 |
| Newcastle ... | 10 50 | 11 20 | HX.1 |
| Hexham ... | 12 4 | 12 20 | HX.5 |
| Newcastle ... | 1 6 | 1 20 | |
| Hexham ... | 2 4 | 3 25 | HX.7 |
| Newcastle ... | 4 10 | 5 2 | GD.4 |
| Hexham ... | 5 45 | 5 55 | |
| Newcastle ... | 6 42 | 8 20 | CD.182 |
| Carlisle ... | 10 13 | | |

Works No. 61 next day.

Unit No. 59. 4 Cars.

| | a.m. | a.m. | Driver |
|-------------------|-------|---------------|-------------|
| 54 Collier L. ... | 6†35 | 6 cars CD.181 | |
| Carlisle ... | 6†40 | 6 55 | CD.181/HX.4 |
| Newcastle ... | 8 50 | | |
| 50 Newcastle ... | 9†0 | 8 cars BN.2 | |
| S.B.S. ... | 9†10 | | |
| S.B.S. †† ... | p.m. | p.m. | |
| Newcastle ... | 1†55 | 8 cars BN.5 | |
| Newcastle ... | 2†5 | 50, 54 | |
| Newcastle ... | 2 20 | 4 cars BN.6 | |
| Carlisle ... | 3 57 | 4 20 | CD.182/GD.2 |
| Newcastle ... | 6 7 | 6 20 | BN.8 |
| Carlisle ... | 8 7 | 9 8 | |
| Newcastle ... | 10 54 | | |
| 50 Newcastle ... | 11†20 | 6 cars | |
| S.B.S. ... | 11†30 | 50 | |

†† Quad Unit to be REAR from S.B.S.

Unit No. 60. 4 Cars.

Attached REAR of RMB Unit No. 57 from S.B.S. to Newcastle.

| | a.m. | a.m. | Driver |
|------------------|-------|---------------|-------------|
| 57 S.B.S. ... | 6†37 | 8 cars HN.1 | |
| Newcastle ... | 6†47 | 57 | |
| Newcastle ... | 7 0 | 4 cars GD.1 | |
| Hexham ... | 7 43 | 7 57 | |
| Newcastle ... | 8 43 | 9 20 | HX.4/CD.181 |
| Carlisle ... | 10 47 | | |
| 52 Carlisle ... | 11 0 | 6 cars BN.5 | |
| Newcastle ... | 12 38 | 12†50 | |
| S.B.S. ... | 1†0 | 52 | |
| S.B.S. ... | 4†30 | 4 cars BN.8 | |
| Newcastle ... | 4†40 | | |
| 52 Newcastle ... | 5 20 | 6 cars CD.183 | |
| Carlisle ... | 7 5 | 7†15 | |
| Collier L. ... | 7†20 | 52 | |

Works No. 59 next day.

Unit No. 61. 4 Cars.

| | a.m. | a.m. | Driver |
|------------------|-------|---------------|-------------|
| Carlisle ... | 7 35 | 4 cars CD.184 | |
| Newcastle ... | 9†37 | HN.12 | |
| S.B.S. ... | 9†47 | | |
| S.B.S. ... | p.m. | p.m. | |
| Newcastle ... | 12†14 | 4 cars BN.4 | |
| Hexham ... | 12 24 | 12 40 | HX.4 |
| Hexham ... | 1 22 | 2 20 | HX.5 |
| Newcastle ... | 3 2 | 3 50 | |
| Hexham ... | 4 30 | 4 40 | |
| Newcastle ... | 5 25 | 5 35 | |
| Hexham ... | 6 18 | 7 10 | CD.182 |
| 57 Newcastle ... | 7 56 | 8†8 | 8 cars BN.9 |
| S.B.S. ... | 8†18 | 57 | |

Unit No. 62. 4 Cars.

Change-over set at Scotswood B.S.

DIESEL UNIT WORKING.

NEWCASTLE-HEXHAM-CARLISLE: HALTWHISTLE AND ALSTON—
SATURDAYS ONLY.

Summary of units to be conveyed:—

| Newcastle to Hexham and Carlisle | | | No. of Cars | | Unit Numbers | | Hexham to Newcastle | | | No. of Cars | | Unit Nos. | |
|-------------------------------------|---------|-------------|----------------|---|-----------------|--------|------------------------|---------|-----|----------------|-----|--------------|--------|
| 5 | 50 a.m. | Hexham | ... | 2 | ... | 51 | 5 | 45 a.m. | ... | 2 | ... | ... | 50 |
| 6 | 43 a.m. | Carlisle | ... | 6 | ... | 50, 58 | 6 | 50 a.m. | ... | 2 | ... | ... | 51 |
| 7 | 0 a.m. | Hexham | ... | 4 | ... | 60 | 7 | 57 a.m. | ... | 4 | ... | ... | 60 |
| 7 | 30 a.m. | Hexham | ... | 4 | ... | 57 | 8 | 30 a.m. | ... | 4 | ... | ... | 57 |
| 7 | 50 a.m. | Hexham | ... | 2 | ... | 51 | 9 | 10 a.m. | ... | 2 | ... | ... | 51 |
| 8 | 20 a.m. | Carlisle | ... | 2 | ... | 52 | 11 | 10 a.m. | ... | 4 | ... | ... | 56 |
| 9 | 20 a.m. | Carlisle | ... | 4 | ... | 60 | 12 | 20 p.m. | ... | 4 | ... | ... | 58 |
| 9 | 50 a.m. | Hexham | ... | 4 | ... | 56 | 1 | 30 p.m. | ... | 4 | ... | ... | 59 |
| 10 | 30 a.m. | Carlisle | ... | 4 | ... | 57 | 2 | 20 p.m. | ... | 4 | ... | ... | 61 |
| 11 | 20 a.m. | Hexham | ... | 4 | ... | 58 | 3 | 25 p.m. | ... | 4 | ... | ... | 60 |
| 12 | 20 p.m. | Carlisle | ... | 4 | ... | 56 | 3 | 45 p.m. | ... | 4 | ... | ... | 59 |
| 12 | 30 p.m. | Hexham | ... | 4 | ... | 59 | 5 | 15 p.m. | ... | 4 | ... | ... | 60 |
| 12 | 50 p.m. | Hexham | ... | 4 | ... | 61 | 5 | 55 p.m. | ... | 4 | ... | ... | 59 |
| 1 | 20 p.m. | Carlisle | ... | 2 | ... | 52 | 7 | 10 p.m. | ... | 4 | ... | ... | 60 |
| 1 | 25 p.m. | Wylam | ... | 4 | ... | 58 | 8 | 10 p.m. | ... | 4 | ... | ... | 50, 51 |
| 1 | 50 p.m. | Hexham | ... | 4 | ... | 60 | 10 | 25 p.m. | ... | 4 | ... | ... | 50, 51 |
| 2 | 20 p.m. | Carlisle | ... | 4 | ... | 58 | | | | | | | |
| 2 | 50 p.m. | Hexham | ... | 4 | ... | 59 | | | | | | | |
| 3 | 20 p.m. | Carlisle | ... | 4 | ... | 57 | | | | | | | |
| 4 | 20 p.m. | Carlisle | ... | 4 | ... | 56 | | | | | | | |
| 4 | 27 p.m. | Hexham | ... | 4 | ... | 60 | | | | | | | |
| 5 | 2 p.m. | Hexham | ... | 4 | ... | 59 | | | | | | | |
| 5 | 20 p.m. | Carlisle | ... | 6 | ... | 52, 61 | | | | | | | |
| 5 | 35 p.m. | Hexham | ... | 4 | ... | 50, 51 | | | | | | | |
| 6 | 0 p.m. | Hexham | ... | 4 | ... | 60 | | | | | | | |
| 6 | 20 p.m. | Carlisle | ... | 4 | ... | 58 | | | | | | | |
| 7 | 20 p.m. | Haltwhistle | ... | 2 | ... | 54 | | | | | | | |
| 8 | 20 p.m. | Carlisle | ... | 4 | ... | 60 | | | | | | | |
| 9 | 10 p.m. | Hexham | ... | 4 | ... | 50, 51 | | | | | | | |
| 11 | 15 p.m. | Hexham | ... | 2 | ... | 54 | | | | | | | |

| Carlisle to Newcastle | | | No. of Cars | | Unit Nos. | |
|--------------------------|---------|-----|----------------|-----|--------------|--------|
| 6 | 55 a.m. | ... | 6 | ... | ... | 54, 59 |
| 7 | 35 a.m. | ... | 4 | ... | ... | 61 |
| 9 | 0 a.m. | ... | 6 | ... | ... | 50, 58 |
| 11 | 0 a.m. | ... | 6 | ... | ... | 52, 60 |
| 1 | 0 p.m. | ... | 4 | ... | ... | 57 |
| 2 | 20 p.m. | ... | 4 | ... | ... | 56 |
| 3 | 17 p.m. | ... | 2 | ... | ... | 52 |
| 4 | 20 p.m. | ... | 4 | ... | ... | 58 |
| 5 | 25 p.m. | ... | 4 | ... | ... | 57 |
| 7 | 0 p.m. | ... | 4 | ... | ... | 56 |
| 9 | 8 p.m. | ... | 4 | ... | ... | 58 |

6 13 a.m. Haydon Bridge to Newcastle — 2 cars — Unit No. 52.
 6 55 a.m. Haltwhistle to Newcastle — 4 cars — Unit No. 56.
 1 47 p.m. Wylam to Newcastle — 4 cars — Unit No. 58.
 8 45 p.m. Haltwhistle to Newcastle — 2 cars — Unit No. 54.
 All Haltwhistle to Alston services covered by 2 car Unit No. 53.

Unit No. 50. 2 Cars.

| | a.m. | a.m. | Driver. |
|----------------|-------|-------|----------------|
| Hexham | ... | 5 45 | 2 cars HX.2 |
| Newcastle | 6 32 | ... | ... |
| 58 Newcastle | ... | 6 43 | 6 cars HX.2/3 |
| Carlisle | 8 36 | 9 0 | HX.3/BN.1 |
| Newcastle | 10 50 | ... | ... |
| Newcastle | ... | 11 10 | 58 2 cars BN.1 |
| S.B.S. | ... | ... | ... |
| 51 } S.B.S. | ... | 4 30 | 6 cars BN.4 |
| 54 } Newcastle | 4 40 | ... | 54 4 cars HX.8 |
| Newcastle | ... | 5 35 | GD.3 |
| Hexham | 6 18 | 8 10 | GD.4 |
| Newcastle | 8 56 | 9 10 | ... |
| Hexham | 9 54 | 10 25 | ... |
| Newcastle | 11 9 | ... | ... |
| 58 Newcastle | ... | 11 20 | 8 cars BN.4 |
| S.B.S. | ... | 11 30 | 51, 58 |

Unit No. 52. 2 Cars.

| | a.m. | a.m. | Driver. |
|---------------|-------|------|------------------|
| 56 S.B.S. | ... | 4 55 | 6 cars HN.2 |
| Hexham | 5 30 | 5 32 | ... |
| Haydon Bridge | 5 44 | ... | ... |
| Haydon Bridge | ... | 6 13 | 56 2 cars HX.4 |
| Newcastle | 7 10 | 8 20 | BN.8 |
| Carlisle | 10 22 | ... | ... |
| 60 Carlisle | ... | 11 0 | 6 cars |
| Newcastle | 12 38 | ... | ... |
| Newcastle | ... | 1 20 | 60 2 cars BN.2/9 |
| Carlisle | 3 0 | 3 17 | ... |
| Newcastle | 5 0 | ... | ... |
| 61 Newcastle | ... | 5 20 | 6 cars CD.187 |
| Carlisle | 7 5 | 7 15 | ... |
| Collier Lane | 7 20 | ... | ... |

Works No. 54 Monday.

Unit No. 51. 2 Cars.

Attached REAR of Unit No. 58 from S.B.S. to Newcastle.

| | a.m. | a.m. | Driver. |
|----------------|-------|-------|----------------|
| 58 S.B.S. | ... | 5 15 | 6 cars HN.1 |
| Newcastle | 5 25 | ... | ... |
| Newcastle | ... | 5 50 | 58 2 cars |
| Hexham | 6 37 | 6 50 | ... |
| Newcastle | 7 37 | 7 50 | HN.1/BN.3 |
| Hexham | 8 40 | 9 10 | HX.4 |
| Newcastle | 9 57 | 10 15 | GD.2 |
| S.B.S. | 10 15 | ... | ... |
| 50 } S.B.S. | ... | 4 30 | 6 cars BN.4 |
| 54 } Newcastle | 4 40 | ... | 54 4 cars HX.8 |
| Newcastle | ... | 5 35 | GD.3 |
| Hexham | 6 18 | 8 10 | GD.4 |
| Newcastle | 8 56 | 9 10 | ... |
| Hexham | 9 54 | 10 25 | ... |
| Newcastle | 11 9 | ... | ... |
| 58 Newcastle | ... | 11 20 | 8 cars BN.4 |
| S.B.S. | ... | 11 30 | 50, 58 |

Unit No. 53. 2 Cars.

| | a.m. | a.m. | Driver. |
|-------------|-------|-------|-------------|
| Haltwhistle | ... | 6 30 | 2 cars BN.1 |
| Alston | 7 0 | 7 5 | ... |
| Haltwhistle | 7 40 | 8 13 | ... |
| Alston | 8 48 | 8 55 | ... |
| Haltwhistle | 9 30 | 9 47 | HX.3 |
| Alston | 10 22 | 10 42 | ... |
| Haltwhistle | 11 17 | 12 0 | ... |
| Alston | 12 35 | 12 45 | ... |
| Haltwhistle | 1 20 | 2 5 | HX.6 |
| Alston | 2 40 | 4 25 | ... |
| Haltwhistle | 5 0 | 5 40 | ... |
| Alston | 6 15 | 6 50 | ... |
| Haltwhistle | 7 25 | 8 15 | HX.7 |
| Alston | 8 50 | 8 55 | ... |
| Haltwhistle | 9 30 | 10 5 | ... |
| Alston | 10 40 | 10 45 | ... |
| Haltwhistle | 11 15 | 11 24 | ... |
| Hexham | 11 43 | ... | ... |

Works No. 53 Sunday.

DIESEL UNIT WORKING.

NEWCASTLE-HEXHAM-CARLISLE: HALTWHISTLE AND ALSTON—
SATURDAYS ONLY—continued.

Unit No. 54. 2 Cars.

| | a.m. | a.m. | Driver |
|---------------------|-------|--------|-------------|
| 59 Collier Lane ... | 6†35 | 6 cars | CD.185 |
| Carlisle ... | 6†40 | 6 55 | CD.185/HX.1 |
| Newcastle ... | 8 50 | 9†0 | HN.2 |
| S.B.S. ... | 9†10 | 59 | 6 cars BN.4 |
| 50 } S.B.S. ... | 4†30 | 50, 51 | |
| 51 } Newcastle ... | 4†40 | | |
| Stand-by Set to:— | | | |
| Newcastle ... | 7 20 | 2 cars | BN.6 |
| Haltwhistle ... | 8 35 | 8 45 | |
| Newcastle ... | 9 55 | 11 15 | BN.7 |
| Hexham ... | 11 58 | 12†8 | |
| S.B.S. ... | 12†38 | | |

Unit No. 55. 2 Cars.

Change-over set at Scotswood B.S.

Unit No. 56. 4 Cars (incl. RMB Car No. 59573).

| | a.m. | a.m. | Driver |
|-------------------|-------|---------|--------|
| 52 S.B.S. ... | 4†55 | 6 cars | HN.2 |
| Hexham ... | 5 30 | 5 32 | |
| Haydon Bridge ... | 5†44 | 52 | 4 cars |
| Haydon Bridge ... | 5†57 | | |
| Haltwhistle ... | 6†10 | 6 55 | |
| Newcastle ... | 8 5 | 9 50 | HX.2 |
| Hexham ... | 10 33 | 11 10 | HX.1 |
| Newcastle ... | 11 54 | 12 20 * | HX.2/8 |
| Carlisle ... | 2 8 | 2 20 * | HX.8/5 |
| Newcastle ... | 3 43 | 4 20 * | HX.5/7 |
| Carlisle ... | 6 8 | 7 1 * | BN.5 |
| Newcastle ... | 8 34 | 8†45 | |
| S.B.S. ... | 8†55 | | |

* RMB staffed on these trips only.

Unit No. 57. 4 cars (incl. RMB, Car No. 59574).

RMB Unit to be FRONT from S.B.S. to Newcastle.

| | a.m. | a.m. | Driver |
|------------------|------|---------|-------------|
| 60 S.B.S. ... | 6†37 | 8 cars | HN.5 |
| Newcastle ... | 6†47 | 60 | 4 cars |
| Newcastle ... | 7 30 | | HX.4 |
| Hexham ... | 8 15 | 8 30 | HX.2 |
| Newcastle ... | 9 11 | 10 30 * | CD.188 |
| Carlisle ... | 12 5 | 1 0 * | CD.187 |
| Newcastle ... | 2 39 | 3 20 * | BN.5 |
| Carlisle ... | 5 8 | 5 25 * | GD.3/HX.8 |
| 59 Newcastle ... | 7 5 | 7†25 | 8 cars BN.4 |
| S.B.S. ... | 7†35 | 59 | |

* RMB staffed on these trips only.

Unit No. 58. 4 Cars.

Attached FRONT of Twin Unit No. 51 from S.B.S. to Newcastle.

| | a.m. | a.m. | Driver |
|--------------------|-------|--------|-----------|
| 51 S.B.S. ... | 5†15 | 6 cars | HN.1 |
| Newcastle ... | 5†25 | 51 | 6 cars |
| Newcastle ... | 6 43 | | HX.2/3 |
| Carlisle ... | 8 36 | 9 0 | HX.3/BN.1 |
| Newcastle ... | 10 50 | 50 | 4 cars |
| Newcastle ... | 11 20 | | HX.4 |
| Hexham ... | 12 4 | 12 20 | HX.5 |
| Newcastle ... | 1 6 | 1 25 | BN.8 |
| Wylam ... | 1 43 | 1 47 | |
| Newcastle ... | 2 7 | 2 20 | GD.3 |
| Carlisle ... | 3 57 | 4 20 | CD.186 |
| Newcastle ... | 6 7 | 6 20 | BN.7 |
| Carlisle ... | 8 7 | 9 8 | |
| Newcastle ... | 10 54 | | |
| 50 } Newcastle ... | 11†20 | 8 cars | BN.4 |
| 51 } S.B.S. ... | 11†30 | 50, 51 | |

Unit No. 59. 4 Cars.

| | a.m. | a.m. | Driver |
|---------------------|-------|--------|-------------|
| 54 Collier Lane ... | 6†35 | 6 cars | CD.185 |
| Carlisle ... | 6†40 | 6 55 | CD.185/HX.1 |
| Newcastle ... | 8 50 | 9†0 | HN.2 |
| S.B.S. ... | 9†10 | 54 | 4 cars |
| S.B.S. ... | 11†54 | | GD.2 |
| Newcastle ... | 12†4 | 12 30 | HX.1 |
| Hexham ... | 1 11 | 1 30 | |
| Newcastle ... | 2 13 | 2 50 | |
| Hexham ... | 3 35 | 3 45 | CD.187 |
| Newcastle ... | 4 29 | 5 2 | BN.4 |
| Hexham ... | 5 45 | 5 55 | BN.6 |
| 57 Newcastle ... | 6 42 | 7†25 | 8 cars BN.4 |
| S.B.S. ... | 7†35 | 57 | |

Unit No. 60. 4 Cars.

Attached REAR of RMB Unit No. 57 from S.B.S. to Newcastle.

| | a.m. | a.m. | Driver |
|-----------------|-------|--------|-------------|
| 57 S.B.S. ... | 6†37 | 8 cars | HN.5 |
| Newcastle ... | 6†47 | 57 | 4 cars |
| Newcastle ... | 7 0 | | GD.1 |
| Hexham ... | 7 43 | 7 57 | |
| Newcastle ... | 8 43 | 9 20 | HX.1/CD.185 |
| Carlisle ... | 10 47 | | |
| 52 Carlisle ... | 11 0 | 6 cars | BN.8 |
| Newcastle ... | 12 38 | 52 | 4 cars |
| Newcastle ... | 1 50 | | HX.5 |
| Hexham ... | 2 34 | 3 25 | HX.8 |
| Newcastle ... | 4 10 | 4 27 | BN.6 |
| Hexham ... | 5 5 | 5 15 | HX.5 |
| Newcastle ... | 5 53 | 6 0 | BN.9 |
| Hexham ... | 6 43 | 7 10 | |
| Newcastle ... | 7 56 | 8 20 | CD.186 |
| Carlisle ... | 10 13 | | |

Works No. 58 Sunday.

Unit No. 61. 4 Cars.

| | a.m. | a.m. | Driver |
|------------------|-------|--------|--------|
| Carlisle ... | 7 35 | 4 cars | CD.188 |
| Newcastle ... | 9 31 | 9†37 | HN.10 |
| S.B.S. ... | 9†47 | | |
| | p.m. | p.m. | |
| S.B.S. ... | 12†14 | 4 cars | BN.3 |
| Newcastle ... | 12†24 | 12 50 | |
| Hexham ... | 1 32 | 2 20 | BN.3/5 |
| Newcastle ... | 3 2 | | |
| 52 Newcastle ... | 5 20 | 6 cars | CD.187 |
| Carlisle ... | 7 5 | 7†15 | |
| Collier Lane ... | 7†20 | | |

Works No. 59 Monday.

Unit No. 62. 4 Cars.

Change-over set at Scotswood B.S.

DIESEL UNIT WORKING.

NEWCASTLE, HEXHAM, CARLISLE—SUNDAYS.

Summary of units to be conveyed:—

| Newcastle to Hexham and Carlisle | | | | No. of Cars | Unit Numbers | Hexham to Newcastle | | | | No. of Cars | Unit Nos. |
|-------------------------------------|----------|-----|---|----------------|-----------------|------------------------|-----|---|-----|----------------|--------------|
| 7 30 a.m. | Carlisle | ... | 4 | ... | 50, 51 | 10 0 a.m. | ... | 4 | ... | 52, 53 | |
| 9 0 a.m. | Hexham | ... | 2 | ... | 52 | 1 20 p.m. | ... | 4 | ... | 52, 53 | |
| 10 20 a.m. | Carlisle | ... | 4 | ... | 60 | 2 30 p.m. | ... | 4 | ... | 50, 51 | |
| 12 20 p.m. | Hexham | ... | 4 | ... | 52, 53 | 4 20 p.m. | ... | 4 | ... | 52, 53 | |
| 1 30 p.m. | Hexham | ... | 4 | ... | 50, 51 | 5 20 p.m. | ... | 4 | ... | 60 | |
| 2 20 p.m. | Carlisle | ... | 4 | ... | 58 | 7 15 p.m. | ... | 4 | ... | 52, 53 | |
| 3 20 p.m. | Hexham | ... | 4 | ... | 52, 53 | 8 20 p.m. | ... | 4 | ... | 58 | |
| 3†38 p.m. | Wylam | ... | 4 | ... | 50, 51 | 10 20 p.m. | ... | 4 | ... | 58 | |
| 4 20 p.m. | Hexham | ... | 4 | ... | 60 | | | | | | |
| 5 20 p.m. | Hexham | ... | 4 | ... | 52, 53 | | | | | | |
| 6 20 p.m. | Carlisle | ... | 4 | ... | 60 | | | | | | |
| 7 20 p.m. | Hexham | ... | 4 | ... | 58 | | | | | | |
| 8 33 p.m. | Carlisle | ... | 4 | ... | 59 | | | | | | |
| 9 20 p.m. | Hexham | ... | 4 | ... | 58 | | | | | | |
| 10 25 p.m. | Hexham | ... | 4 | ... | 50, 51 | | | | | | |

| Carlisle to Newcastle | | | | Number of Cars | Unit Numbers |
|--------------------------|-----|---|-----|-------------------|-----------------|
| 7 0 a.m. | ... | 4 | ... | 58 | |
| 11 0 a.m. | ... | 4 | ... | 50, 51 | |
| 2 15 p.m. | ... | 4 | ... | 60 | |
| 5 15 p.m. | ... | 4 | ... | 58 | |
| 8 15 p.m. | ... | 4 | ... | 60 | |

4 6 p.m. Wylam to Newcastle — 4 cars — Unit Nos. 50 and 51.

Unit No. 50. 2 Cars.

| | | | | | | |
|----|-----------|-----|-------|------|--------|--------|
| 51 | S.B.S. | ... | a.m. | a.m. | 4 cars | Driver |
| | Newcastle | ... | 6†55 | 7 30 | | BN.1 |
| | Carlisle | ... | 9 24 | 11 0 | | |
| | Newcastle | ... | 12 48 | 1 30 | | GD.2 |
| | Hexham | ... | 2 13 | 2 30 | | |
| | Newcastle | ... | 3 15 | 3†38 | | GD.3 |
| | Wylam | ... | 3†54 | 4 6 | | |
| | Newcastle | ... | 4 28 | 4†40 | | |
| | S.B.S. | ... | 4†50 | | | |

Attached FRONT of Unit No. 59 from S.B.S. to Newcastle.

| | | | | |
|-----------|-----|-------|--------|--------|
| S.B.S. | ... | 7†55 | 8 cars | CD.192 |
| Newcastle | ... | 8†5 | 59 | |
| Newcastle | ... | 10 25 | 4 cars | HX.1 |
| Hexham | ... | 11 8 | 51 | |

Works No. 50 Monday.

Unit No. 51. 2 Cars.

| | | | | | | |
|----|-----------|-----|-------|------|--------|--------|
| 50 | S.B.S. | ... | a.m. | a.m. | 4 cars | Driver |
| | Newcastle | ... | 6†55 | 7 30 | | BN.1 |
| | Carlisle | ... | 9 24 | 11 0 | | |
| | Newcastle | ... | 12 48 | 1 30 | | GD.2 |
| | Hexham | ... | 2 13 | 2 30 | | |
| | Newcastle | ... | 3 15 | 3†38 | | GD.3 |
| | Wylam | ... | 3†54 | 4 6 | | |
| | Newcastle | ... | 4 28 | 4†40 | | |
| | S.B.S. | ... | 4†50 | | | |

Attached FRONT of Unit No. 59 from S.B.S. to Newcastle.

| | | | | |
|-----------|-----|-------|--------|--------|
| S.B.S. | ... | 7†55 | 8 cars | CD.192 |
| Newcastle | ... | 8†5 | 59 | |
| Newcastle | ... | 10 25 | 4 cars | HX.1 |
| Hexham | ... | 11 8 | 50 | |

Works No. 52 Monday.

Unit No. 52. 2 Cars.

| | | | | | | |
|----|-----------|-----|-------|------|--------|---------|
| | S.B.S. | ... | a.m. | a.m. | 2 cars | Driver |
| | Newcastle | ... | 8†35 | 9 0 | | BN.Rlf. |
| | Hexham | ... | 9 43 | | | GD.1 |
| 53 | Hexham | ... | 10 45 | 10 0 | 4 cars | |
| | Newcastle | ... | 12 20 | 1 20 | | |
| | Hexham | ... | 1 3 | 1 20 | | |
| | Newcastle | ... | 2 5 | 3 20 | | GD.5 |
| | Hexham | ... | 4 3 | 4 20 | | |
| | Newcastle | ... | 5 5 | 5 20 | | CD.191 |
| | Hexham | ... | 6 3 | 7 15 | | HX.1 |
| | Newcastle | ... | 8 0 | 8†15 | | |
| | S.B.S. | ... | 8†25 | | 53 | |

Unit No. 53. 2 Cars.

| | | | | | | |
|----|-------------------------------|-----|------|------|--------|--------|
| 52 | Hexham | ... | a.m. | a.m. | 4 cars | Driver |
| | and as for No. 52 throughout. | | 10 0 | | | GD.1 |

Unit No. 54. 2 Cars.

At Collier Lane.

Unit No. 55. 2 Cars.

Change-over set at Scotswood B.S.

Unit No. 56. 4 Cars (including RMB).

At Gosforth Sheds.

Unit No. 57. 4 Cars (including RMB).

At Scotswood B.S.

Unit No. 58. 4 Cars.

| | | | | | | |
|--|-----------|-----|-------|-------|--|---------|
| | Carlisle | ... | a.m. | a.m. | | Driver |
| | Newcastle | ... | 8 48 | 9†8 | | CD.190 |
| | S.B.S. | ... | 9†18 | 1†47 | | BN.Rlf. |
| | Newcastle | ... | 1†57 | 2 20 | | BN.2 |
| | Carlisle | ... | 3 57 | 5 15 | | |
| | Newcastle | ... | 6 57 | 7 20 | | BN.3 |
| | Hexham | ... | 8 3 | 8 20 | | |
| | Newcastle | ... | 9 5 | 9 20 | | BN.4 |
| | Hexham | ... | 10 3 | 10 20 | | |
| | Newcastle | ... | 11 5 | 11†11 | | |
| | S.B.S. | ... | 11†21 | | | |

Unit No. 59. 4 Cars.

Attached REAR of Twin Units 50 and 51 from S.B.S. to Newcastle

| | | | | | | |
|------|-----------|-----|-------|------|--------|--------|
| 50 } | S.B.S. | ... | p.m. | p.m. | 6 cars | Driver |
| 51 } | Newcastle | ... | 8†5 | 7†55 | 50, 51 | CD.192 |
| | Newcastle | ... | 8 33 | | 4 cars | |
| | Carlisle | ... | 10 12 | | | |

Works No. 61 Monday.

Unit No. 60. 4 cars.

| | | | | | | |
|--|-----------|-----|-------|-------|--------|---------|
| | S.B.S. | ... | a.m. | a.m. | 4 cars | Driver |
| | Newcastle | ... | 10†5 | 10 20 | | BN.Rlf. |
| | Carlisle | ... | 11 56 | 2 15 | | CD.191 |
| | Newcastle | ... | 3 58 | 4 20 | | BN.3 |
| | Hexham | ... | 5 3 | 5 20 | | |
| | Newcastle | ... | 6 5 | 6 20 | | GD.5 |
| | Carlisle | ... | 7 58 | 8 15 | | |
| | Newcastle | ... | 9 56 | 10†5 | | BN.3 |
| | S.B.S. | ... | 10†15 | | | |

Unit No. 61. 4 Cars.

At Collier Lane.

Unit No. 62. 4 Cars.

At Scotswood B.S.

DIESEL UNIT WORKING.

NEWCASTLE AND MIDDLESBROUGH—MONDAYS TO FRIDAYS.

Summary of Units to be conveyed:—

NEWCASTLE TO MIDDLESBROUGH

| Train | Number of Cars | Unit Numbers |
|----------------|----------------|--------------|
| 5 52 a.m. ... | 4 B ... | 77 |
| 7 0 a.m. ... | 8 Y ... | 71, 72 |
| 8 13 a.m. ... | 8 B ... | 73, 74 |
| 9 13 a.m. ... | 8 B ... | 75, 76 |
| 10 13 a.m. ... | 4 B ... | 77 |
| 11 13 a.m. ... | 8 Y ... | 71, 72 |
| 12 25 p.m. ... | 4 B ... | 73 |
| 1 13 p.m. ... | 4 B ... | 74 |
| 2 16 p.m. ... | 4 B ... | 76 |
| 3 13 p.m. ... | 4 Y ... | 71 |
| 4 50 p.m. ... | 4 B ... | 73 |
| 5 18 p.m. ... | 8 B ... | 74, 75 |
| 6 13 p.m. ... | 8 B ... | 76, 77 |
| 7 13 p.m. ... | 4 Y ... | 71 |
| 8 13 p.m. ... | 4 B ... | 73 |
| 9 25 p.m. ... | 4 B ... | 75 |

MIDDLESBROUGH TO NEWCASTLE

| Train | Number of Cars | Unit Numbers |
|------------------|----------------|--------------|
| 5 20 a.m. ... | 4 B ... | 74 |
| 7 20 a.m. ... | 8 B ... | 75, 76 |
| 8 36 a.m. ** ... | 4 B ... | 77 |
| 9 36 a.m. ... | 8 Y ... | 71, 72 |
| 10 36 a.m. ... | 4 B ... | 73 |
| 11 36 a.m. ... | 4 B ... | 74 |
| 12 36 p.m. ... | 4 B ... | 76 |
| 1 36 p.m. ... | 4 Y ... | 71 |
| 2 36 p.m. ... | 4 B ... | 73 |
| 3 36 p.m. ... | 8 B ... | 74, 75 |
| 4 36 p.m. ... | 8 B ... | 76, 77 |
| 5 36 p.m. ... | 8 Y ... | 71, 72 |
| 6 36 p.m. ... | 4 B ... | 73 |
| 7 36 p.m. ... | 4 B ... | 75 |
| 8 36 p.m. { ... | 8 B FX | 74, 76 |
| 8 36 p.m. { ... | 4 B FO | 76 |
| 9 46 p.m. ... | 4 Y ... | 71 |

Y—Yellow Diamond. B—Blue Square.

** Starts back at Guisborough at 8-12 a.m.

Unit No. 71. 4 Yellow Diamond Cars.

| | a.m. | a.m. | | Driver |
|-----------------------|-------|--------|------|--------|
| 72 Gosforth Sheds ... | 6†32 | 8 cars | HN.5 | |
| Newcastle ... | 6†45 | 7 0 | | |
| Middlesbrough ... | 8 29 | 8†33 | | |
| Sidings ... | 8†36 | 9†30 | | HN.3 |
| Middlesbrough ... | 9†33 | 9 36 | | |
| Newcastle ... | 10 59 | 11 13 | | TY.2 |
| Middlesbrough ... | 12 35 | 12†38 | | |
| Sidings ... | 12†41 | 72 | | |
| | p.m. | | | |
| Sidings ... | 1†30 | 4 cars | TY.4 | |
| Middlesbrough ... | 1†33 | 1 36 | | |
| Newcastle ... | 2 59 | 3 13 | | |
| Middlesbrough ... | 4 35 | 4†38 | | |
| Sidings ... | 4†41 | | | |
| 72 Sidings ... | 5†30 | 8 cars | TY.6 | |
| Middlesbrough ... | 5†33 | 5 36 | | |
| Newcastle ... | 6 59 | 72 | | |
| Newcastle ... | 7 13 | 4 cars | HN.8 | |
| Middlesbrough ... | 8 35 | 8†37 | | |
| Sidings ... | 8†40 | 9†40 | | |
| Middlesbrough ... | 9†43 | 9 46 | | |
| Newcastle ... | 11 13 | 11†30 | | |
| Gosforth Sheds ... | 11†43 | | | |

Works daily.

Unit No. 72. 4 Yellow Diamond Cars.

| | a.m. | a.m. | | Driver |
|-----------------------|-------|--------|------|--------|
| 71 Gosforth Sheds ... | 6†32 | 8 cars | HN.5 | |
| Newcastle ... | 6†45 | 7 0 | | |
| Middlesbrough ... | 8 29 | 8†33 | | |
| Sidings ... | 8†36 | 9†30 | | HN.3 |
| Middlesbrough ... | 9†33 | 9 36 | | |
| Newcastle ... | 10 59 | 11 13 | | TY.2 |
| Middlesbrough ... | 12 35 | 12†38 | | |
| Sidings ... | 12†41 | 71 | | |
| | p.m. | | | |
| 71 Sidings ... | 5†30 | 8 cars | TY.6 | |
| Middlesbrough ... | 5†33 | 5 36 | | |
| Newcastle ... | 6 59 | 71 | | |
| Newcastle ... | 7†17 | 4 cars | HN.6 | |
| Gosforth Sheds ... | 7†30 | | | |

Works daily.

DIESEL UNIT WORKING.

NEWCASTLE AND MIDDLESBROUGH—MONDAYS TO FRIDAYS—continued.

Unit No. 73. 4 Blue Square Cars.

| | a.m. | a.m. | | Driver |
|----------------|-------|-------|--------|--------|
| Gosforth Sheds | ... | 4†40 | 4 cars | HN.2 |
| Newcastle | 4†53 | 5 15 | | |
| Sunderland | 5 39 | 6†50 | | |
| Penshaw | 7 † 0 | 7 11 | | |
| Sunderland | 7 27 | 7 29 | | |
| Newcastle | 7 57 | | | |
| 74 Newcastle | ... | 8 13 | 8 cars | HN.1/4 |
| Middlesbrough | 9 35 | 9†38 | | |
| Sidings | 9†41 | | 74 | |
| Sidings | ... | 10†30 | 4 cars | |
| Middlesbrough | 10†33 | 10 36 | | |
| Newcastle | 11 59 | 12 25 | | TY.3/9 |
| Middlesbrough | 1 47 | 1†50 | | TY.9 |
| Sidings | 1†53 | 2†30 | | |
| Middlesbrough | 2†33 | 2 36 | | |
| Newcastle | 3 59 | 4 50 | | GD.5 |
| Middlesbrough | 6 19 | 6†22 | | |
| Sidings | 6†25 | 6†30 | | |
| Middlesbrough | 6†33 | 6 36 | | |
| Newcastle | 7 59 | 8 13 | | TY.6 |
| Middlesbrough | 9 35 | 9†38 | | |
| Sidings | 9†41 | | | |

Works No. 74 next day.

Unit No. 74. 4 Blue Square Cars.

| | a.m. | a.m. | | Driver |
|----------------|-------|-------|--------|--------|
| Sidings | ... | 5†10 | 4 cars | TY.1 |
| Middlesbrough | 5†13 | 5 20 | | |
| Newcastle | 7 26 | | | |
| 73 Newcastle | ... | 8 13 | 8 cars | HN.1/4 |
| Middlesbrough | 9 35 | 9†38 | | |
| Sidings | 9†41 | | 73 | |
| Sidings | ... | 11†30 | 4 cars | HN.5 |
| Middlesbrough | 11†33 | 11 36 | | |
| Newcastle | 12 59 | 1 13 | | GD.3 |
| Middlesbrough | 2 35 | 2†38 | | |
| Sidings | 2†41 | | | |
| 75 Sidings | ... | 3†30 | 8 cars | |
| Middlesbrough | 3†33 | 3 36 | | |
| Newcastle | 4 59 | 5 18 | | TY.9 |
| Middlesbrough | 6 36 | 6†38 | | |
| Sidings | 6†41 | | 75 | |
| 76 Sidings | ... | 8†30 | 8 cars | HN.7 |
| Middlesbrough | 8†33 | 8 36 | | |
| Newcastle | 9 59 | 10†10 | | |
| Gosforth Sheds | 10†23 | | 76 | |

Terminates at Middlesbrough FO.

Works 73 next day.

Unit No. 75. 4 Blue Square Cars.

| | a.m. | a.m. | | Driver |
|---------------|-------|-------|--------|--------|
| 76 Sidings | ... | 7†10 | 8 cars | TY.2 |
| Middlesbrough | 7†13 | 7 20 | | |
| Newcastle | 8 53 | 9 13 | | TY.1 |
| Middlesbrough | 10 35 | 10†38 | | |
| Sidings | 10†41 | | 76 | |
| Sidings | p.m. | p.m. | | |
| Sidings | ... | 12†26 | 4 cars | TY.5 |
| Middlesbrough | 12†29 | 12 34 | | |
| Saltburn | 12 59 | 1 40 | | |
| Middlesbrough | 2 5 | 2 † 8 | | |
| Sidings | 2†11 | | | |
| 74 Sidings | ... | 3†30 | 8 cars | GD.3 |
| Middlesbrough | 3†33 | 3 36 | | |
| Newcastle | 4 59 | 5 18 | | TY.9 |
| Middlesbrough | 6 36 | 6†38 | | |
| Sidings | 6†41 | | 74 | |
| Sidings | ... | 7†30 | 4 cars | |
| Middlesbrough | 7†33 | 7 36 | | TY.9/7 |
| Newcastle | 9 0 | 9 25 | | TY.7/6 |
| Middlesbrough | 10 46 | 10†49 | | |
| Sidings | 10†52 | | | |

Works 76 next day.

Unit No. 76. 4 Blue Square Cars.

| | a.m. | a.m. | | Driver |
|----------------|-------|-------|--------------------------|--------|
| 75 Sidings | ... | 7†10 | 8 cars | TY.2 |
| Middlesbrough | 7†13 | 7 20 | | |
| Newcastle | 8 53 | 9 13 | | TY.1 |
| Middlesbrough | 10 35 | 10†38 | | |
| Sidings | 10†41 | | 75 | |
| Sidings | ... | 12†30 | 4 cars | GD.1 |
| Middlesbrough | 12†33 | 12 36 | | |
| Newcastle | 1 59 | 2 16 | | HN.6 |
| Middlesbrough | 3 35 | 3†38 | | |
| Sidings | 3†41 | | | |
| 77 Sidings | ... | 4†30 | 8 cars | |
| Middlesbrough | 4†33 | 4 36 | | |
| Newcastle | 6 0 | 6 13 | | HN.7 |
| Middlesbrough | 7 35 | 7†38 | | |
| Sidings | 7†41 | | 77 | |
| 74 FX Sidings | ... | 8†30 | { 8 cars FX 4 cars FO | |
| Middlesbrough | 8†33 | 8 36 | | |
| Newcastle | 9 59 | 10†10 | | |
| Gosforth Sheds | 10†23 | | 74 FX | |

Works 77 next day.

Unit No. 77. 4 Blue Square Cars.

| | a.m. | a.m. | | Driver |
|------------------------|-------|-------|----------|--------|
| 104 } Gosforth Shed †† | ... | 5†20 | 8 cars | HN.4 |
| 105 } | | | | |
| Newcastle | 5†33 | | 104, 105 | |
| Newcastle | ... | 5 52 | 4 cars | HN.3 |
| Middlesbrough | 7 30 | 7 35 | | TY.3 |
| Guisborough | 7 58 | 8 12 | | |
| Middlesbrough | 8 32 | 8 36 | | |
| Newcastle | 9 59 | 10 13 | | GD.1 |
| Middlesbrough | 11 35 | 11†38 | | |
| Sidings | 11†41 | | | |
| 76 Sidings | p.m. | p.m. | | |
| Sidings | ... | 4†30 | 8 cars | HN.6 |
| Middlesbrough | 4†33 | 4 36 | | |
| Newcastle | 6 0 | 6 13 | | HN.7 |
| Middlesbrough | 7 35 | 7†38 | | |
| Sidings | 7†41 | | 76 | |

Works 75 next day.

†† Quad unit to be REAR from Gosforth Shed.

DIESEL UNIT WORKING.

NEWCASTLE AND MIDDLESBROUGH—SATURDAYS ONLY.

Summary of units to be conveyed:—

NEWCASTLE TO MIDDLESBROUGH

| Train | Number of Cars | Unit Number |
|----------------|----------------|-------------|
| 5 52 a.m. ... | 4 B ... | 77 |
| 7 0 a.m. ... | 8 Y ... | 71, 72 |
| 8 13 a.m. ... | 4 B ... | 76 |
| 9 13 a.m. ... | 8 B ... | 73, 74 |
| 10 13 a.m. ... | 4 B ... | 77 |
| 11 13 a.m. ... | 8 Y ... | 71, 72 |
| 12 25 p.m. ... | 4 B ... | 76 |
| 1 13 p.m. ... | 8 B ... | 73, 74 |
| 2 16 p.m. ... | 8 B ... | 75, 77 |
| 3 13 p.m. ... | 8 Y ... | 71, 72 |
| 4 50 p.m. ... | 4 B ... | 76 |
| 5 18 p.m. ... | 8 B ... | 73, 74 |
| 6 13 p.m. ... | 8 B ... | 75, 77 |
| 7 13 p.m. ... | 4 Y ... | 72 |
| 8 13 p.m. ... | 4 B ... | 76 |
| 9 25 p.m. ... | 4 B ... | 74 |

Y—Yellow Diamond.

B—Blue Square.

MIDDLESBROUGH TO NEWCASTLE

| Train | Number of Cars | Unit Numbers |
|------------------|----------------|--------------|
| 5 20 a.m. ... | 4 B ... | 76 |
| 7 20 a.m. ... | 8 B ... | 73, 74 |
| 8 36 a.m. ** ... | 4 B ... | 77 |
| 9 36 a.m. ... | 8 Y ... | 71, 72 |
| 10 36 a.m. ... | 4 B ... | 76 |
| 11 36 a.m. ... | 8 B ... | 73, 74 |
| 12 36 p.m. ... | 8 B ... | 75, 77 |
| 1 36 p.m. ... | 8 Y ... | 71, 72 |
| 2 36 p.m. ... | 4 B ... | 76 |
| 3 36 p.m. ... | 8 B ... | 73, 74 |
| 4 36 p.m. ... | 8 B ... | 75, 77 |
| 5 36 p.m. ... | 8 Y ... | 71, 72 |
| 6 36 p.m. ... | 4 B ... | 76 |
| 7 36 p.m. ... | 4 B ... | 74 |
| 8 36 p.m. ... | 8 B ... | 73, 75 |
| 9 46 p.m. ... | 4 Y ... | 72 |

** Starts back at Guisborough 8-12 a.m.

Unit No. 71. 4 Yellow Diamond Cars.

| | a.m. | a.m. | | Driver. |
|-----------------------|-------|-------|--------|---------|
| 72 Gosforth Sheds ... | | 6†32 | 8 cars | HN.6 |
| Newcastle ... | 6†45 | 7 0 | | HN.5 |
| Middlesbrough ... | 8 27 | 8†30 | | |
| Sidings ... | 8†33 | 9†30 | | HN.4 |
| Middlesbrough ... | 9†33 | 9 36 | | |
| Newcastle ... | 10 59 | 11 13 | | TY.2 |
| Middlesbrough ... | 12 35 | 12†38 | | |
| Sidings ... | 12†41 | 1†30 | | TY.4 |
| Middlesbrough ... | 1†33 | 1 36 | | |
| Newcastle ... | 2 59 | 3 13 | | |
| Middlesbrough ... | 4 35 | 4†38 | | |
| Sidings ... | 4†41 | 5†30 | | |
| Middlesbrough ... | 5†33 | 5 36 | | TY.4/6 |
| Newcastle ... | 6 59 | | 72 | |
| Newcastle ... | | 7†17 | 4 cars | HN.16 |
| Gosforth Sheds ... | 7†30 | | | |

Unit No. 72. 4 Yellow Diamond Cars.

| | a.m. | a.m. | | Driver. |
|-----------------------|-------|-------|--------|---------|
| 71 Gosforth Sheds ... | | 6†32 | 8 cars | HN.6 |
| Newcastle ... | 6†45 | 7 0 | | HN.5 |
| Middlesbrough ... | 8 27 | 8†30 | | |
| Sidings ... | 8†33 | 9†30 | | HN.4 |
| Middlesbrough ... | 9†33 | 9 36 | | |
| Newcastle ... | 10 59 | 11 13 | | TY.2 |
| Middlesbrough ... | 12 35 | 12†38 | | |
| Sidings ... | 12†41 | 1†30 | | TY.4 |
| Middlesbrough ... | 1†33 | 1 36 | | |
| Newcastle ... | 2 59 | 3 13 | | |
| Middlesbrough ... | 4 35 | 4†38 | | |
| Sidings ... | 4†41 | 5†30 | | |
| Middlesbrough ... | 5†33 | 5 36 | | TY.4/6 |
| Newcastle ... | 6 59 | | 71 | |
| Newcastle ... | | 7 13 | 4 cars | HN.8 |
| Middlesbrough ... | 8 35 | 8†38 | | |
| Sidings ... | 8†41 | 9†40 | | |
| Middlesbrough ... | 9†43 | 9 46 | | |
| Newcastle ... | 11 13 | 11†30 | | |
| Gosforth Sheds ... | 11†43 | | | |

DIESEL UNIT WORKING.

NEWCASTLE AND MIDDLESBROUGH—SATURDAYS—continued.

Unit No. 73. 4 Blue Square Cars.

| | | a.m. | a.m. | | Driver. |
|----|----------------|------|-------|--------|---------|
| 74 | Sidings | ... | 7†10 | 8 cars | TY.2 |
| | Middlesbrough | ... | 7†13 | | |
| | Newcastle | ... | 8 53 | | TY.1 |
| | Middlesbrough | ... | 10 35 | | |
| | Sidings | ... | 10†41 | | HN.6 |
| | Middlesbrough | ... | 11†33 | | |
| | Newcastle | ... | 12 59 | | GD.2 |
| | Middlesbrough | ... | 2 35 | | |
| | Sidings | ... | 2†41 | | |
| | Middlesbrough | ... | 3†33 | | |
| | Newcastle | ... | 4 59 | | TY.10 |
| | Middlesbrough | ... | 6 36 | | |
| | Sidings | ... | 6†42 | 74 | |
| 75 | Sidings | ... | 8†30 | 8 cars | HN.7 |
| | Middlesbrough | ... | 8†33 | | |
| | Newcastle | ... | 9 59 | | |
| | Gosforth Sheds | ... | 10†23 | 75 | |

Unit No. 74. 4 Blue Square Cars.

| | | a.m. | a.m. | | Driver. |
|----|---------------|------|-------|--------|---------|
| 73 | Sidings | ... | 7†10 | 8 cars | TY.2 |
| | Middlesbrough | ... | 7†13 | | |
| | Newcastle | ... | 8 53 | | TY.1 |
| | Middlesbrough | ... | 10 35 | | |
| | Sidings | ... | 10†41 | | HN.6 |
| | Middlesbrough | ... | 11†33 | | |
| | Newcastle | ... | 12 59 | | GD.2 |
| | Middlesbrough | ... | 2 35 | | |
| | Sidings | ... | 2†41 | | |
| | Middlesbrough | ... | 3†33 | | |
| | Newcastle | ... | 4 59 | | TY.10 |
| | Middlesbrough | ... | 6 36 | | |
| | Sidings | ... | 6†42 | 73 | |
| | Sidings | ... | 7†30 | 4 cars | TY.5 |
| | Middlesbrough | ... | 7†33 | | TY.5/7 |
| | Newcastle | ... | 9 0 | | TY.7 |
| | Middlesbrough | ... | 10 46 | | |
| | Sidings | ... | 10†52 | | |

To work No. 74 Sunday, No. 76 Monday.

Unit No. 75. 4 Blue Square Cars.

| | | p.m. | p.m. | | Driver. |
|----|----------------|------|-------|--------|---------|
| 77 | Sidings | ... | 12†30 | 8 cars | GD.1 |
| | Middlesbrough | ... | 12†33 | | |
| | Newcastle | ... | 1 59 | | DA.32 |
| | Middlesbrough | ... | 3 35 | | |
| | Sidings | ... | 3†41 | | DA.33 |
| | Middlesbrough | ... | 4†33 | | |
| | Newcastle | ... | 6 0 | | HN.7 |
| | Middlesbrough | ... | 7 35 | | |
| | Sidings | ... | 7†41 | 77 | |
| 73 | Sidings | ... | 8†30 | 8 cars | |
| | Middlesbrough | ... | 8†33 | | |
| | Newcastle | ... | 9 59 | | |
| | Gosforth Sheds | ... | 10†23 | 73 | |

Unit No. 76. 4 Blue Square Cars.

| | | a.m. | a.m. | | Driver. |
|--|---------------|------|-------|--------|---------|
| | Sidings | ... | 5†10 | 4 cars | TY.1 |
| | Middlesbrough | ... | 5†13 | | |
| | Newcastle | ... | 7 26 | | HN.6 |
| | Middlesbrough | ... | 9 35 | | |
| | Sidings | ... | 9†41 | | HN.5 |
| | Middlesbrough | ... | 10†33 | | |
| | Newcastle | ... | 11 59 | | TY.3/10 |
| | Middlesbrough | ... | 1 47 | | TY.10 |
| | Sidings | ... | 1†53 | | |
| | Middlesbrough | ... | 2†33 | | |
| | Newcastle | ... | 3 59 | | GD.4 |
| | Middlesbrough | ... | 6 19 | | |
| | Sidings | ... | 6†25 | | |
| | Middlesbrough | ... | 6†33 | | |
| | Newcastle | ... | 7 59 | | TY.6 |
| | Middlesbrough | ... | 9 35 | | |
| | Sidings | ... | 9†41 | | |

Works No. 71 Sunday.

Unit No. 77. 4 Blue Square Cars.

| | | a.m. | a.m. | | Driver. |
|----|----------------|------|-------|--------|----------|
| | Gosforth Sheds | ... | 5†20 | 4 cars | HN.5 |
| | Newcastle | ... | 5†33 | | HN.4 |
| | Middlesbrough | ... | 7 30 | | TY.3 |
| | Guisborough | ... | 7 58 | | |
| | Middlesbrough | ... | 8 32 | | |
| | Newcastle | ... | 9 59 | | GD.1 |
| | Middlesbrough | ... | 11 35 | | |
| 75 | Sidings | ... | 11†41 | 8 cars | |
| | Middlesbrough | ... | 12†33 | | |
| | Newcastle | ... | 1 59 | | DA.33 |
| | Middlesbrough | ... | 3 35 | | |
| | Sidings | ... | 3†40 | | DA.33/34 |
| | Middlesbrough | ... | 4†33 | | |
| | Newcastle | ... | 6 0 | | HN.7 |
| | Middlesbrough | ... | 7 35 | | |
| | Sidings | ... | 7†41 | 75 | |

To work No. 73 Sunday, No. 75 Monday.

DIESEL UNIT WORKING.

NEWCASTLE AND MIDDLESBROUGH—SUNDAYS.

Unit No. 71. 4 Blue Square Cars.

| | a.m. | a.m. | 4 cars | Driver |
|--------------------|-------|-------|--------|--------|
| Sidings ... | | 9†30 | | TY.2 |
| Middlesbrough ... | 9†33 | 9 36 | | |
| Newcastle ... | 10 59 | 11 15 | | |
| Middlesbrough ... | 12 35 | 12†38 | | |
| Sidings ... | 12†41 | 2†30 | | |
| Middlesbrough ... | 2†33 | 2 36 | | TY.2/3 |
| Newcastle ... | 3 59 | 4 13 | | GD.2 |
| Middlesbrough ... | 5 35 | 5†38 | | |
| Sidings ... | 5†41 | 6†30 | | |
| Middlesbrough ... | 6†33 | 6 36 | | |
| Newcastle ... | 7 59 | 8 15 | | HN.2 |
| Middlesbrough ... | 9 35 | 9†38 | | |
| Sidings ... | 9†41 | 10†0 | | |
| Middlesbrough ... | 10†3 | 10 6 | | |
| Newcastle ... | 11 29 | 11†42 | | |
| Gosforth Sheds ... | 11†55 | | | |

Unit No. 72. 4 Blue Square Cars.

| | a.m. | a.m. | 4 cars | Driver |
|--------------------|-------|-------|--------|--------|
| Gosforth Sheds ... | | 6†57 | | HN.1 |
| Newcastle ... | 7†10 | 7 35 | | |
| Middlesbrough ... | 9 8 | 9†11 | | |
| Sidings ... | 9†14 | 11†30 | | |
| Middlesbrough ... | 11†33 | 11 36 | | |
| Newcastle ... | 12 59 | 1 10 | | GD.3 |
| Sunderland ... | 1 30 | 1 42 | | |
| Newcastle ... | 2 6 | 2 15 | | GD.4 |
| Middlesbrough ... | 3 35 | 3†38 | | |
| Sidings ... | 3†41 | 4†30 | | |
| Middlesbrough ... | 4†33 | 4 36 | | |
| Newcastle ... | 5 59 | 6 15 | | TY.3 |
| Middlesbrough ... | 7 35 | 7†37 | | |
| Sidings ... | 7†40 | 8†30 | | |
| Middlesbrough ... | 8†33 | 8 36 | | TY.3/4 |
| Newcastle ... | 10 3 | 10 15 | | |
| Middlesbrough ... | 11 35 | 11†38 | | |
| Sidings ... | 11†41 | | | |

Unit No. 73. 4 Blue Square Cars.

Spare at Middlesbrough.

Unit No. 74. 4 Blue Square Cars.

Spare at Middlesbrough.

NEWCASTLE, ALNMOUTH, ALNWICK—WEEKDAYS.

Unit No. 80. (2 Cars).

| | a.m. | a.m. | Driver |
|--------------------|-------|-------|------------|
| Alnmouth ... | | 7 7 | AL.1 |
| Alnmouth ... | 7 12 | 7 32 | |
| Newcastle ... | 8 34 | 8 48 | |
| Alnmouth ... | 9 50 | 10 0 | |
| Alnmouth ... | 10 5 | 10 10 | |
| Alnmouth ... | 10 15 | 10 55 | |
| Alnmouth ... | 11 0 | 11 1 | |
| Newcastle ... | 11 56 | 12†10 | HN.4/5 |
| Gosforth Sheds ... | 12†23 | 1†40 | HN.6/HN.P. |
| Newcastle ... | 1†53 | 2 10 | AL.2 |
| Alnmouth ... | 3 13 | 3 35 | |
| Newcastle ... | 4 35 | 5 7 | |
| Alnmouth ... | 6 2 | 6 3 | AL.3 |
| Alnmouth ... | 6 8 | 6 55 | |
| Alnmouth ... | 7 0 | 7 10 | |
| Alnmouth ... | 7 15 | 7 42 | |
| Newcastle ... | 8 41 | 8†47 | |
| Gosforth Sheds ... | 9†0 | 9†52 | |
| Newcastle ... | 10†5 | 10 30 | |
| Alnmouth ... | 11 34 | 11 40 | |
| Alnmouth ... | 11 45 | | |

DIESEL UNIT WORKING.

BLYTH AND TYNE—MONDAYS TO FRIDAYS.

Unit No. 85. 2 Cars. Blue Square.

| | a.m. | a.m. | Driver |
|------------|-------|--------|-------------|
| Blyth | 6 1/2 | 6 1/2 | 2 cars SY.1 |
| Newsham | 6 1/2 | 7 7 | |
| Newbiggin | 6 25 | 7 10 | |
| Monkseaton | 7 40 | 8 10 | |
| Newbiggin | 8 47 | 9 25 | |
| Monkseaton | 9 57 | 10 33 | |
| Newbiggin | 11 8 | 11 45 | |
| Monkseaton | 12 17 | 12 33 | |
| Newsham | 12 44 | | SY.4 |
| Newbiggin | 1 8 | 1 45 | |
| Monkseaton | 2 17 | 2 33 | |
| Newbiggin | 3 8 | 3 45 | |
| Monkseaton | 4 17 | 4 33 | |
| Blyth | 4 48 | 5 7 | HN.10 |
| Newsham | 5 12 | 5 16 | |
| Blyth | 5 20 | 5 24 | |
| Newsham | 5 29 | 5 34 | |
| Blyth | 5 38 | 5 43 | SY.4 |
| Newsham | 5 48 | 5 54 | |
| Blyth | 5 58 | 6 10 | SY.7 |
| Newsham | 6 15 | 6 18 | |
| Blyth | 6 22 | 8 0 | SY.7 |
| Newsham | 8 5 | 8 17 | |
| Blyth | 8 21 | 8 27 | |
| Monkseaton | 8 44 | 9 3 | SY.6 |
| Blyth | 9 18 | 9 28 | |
| Newsham | 9 33 | 9 39 | |
| Blyth | 9 43 | 10 5 | |
| Newsham | 10 10 | 10 17 | |
| Blyth | 10 21 | 10 55 | |
| Monkseaton | 11 12 | 11 22 | |
| Newsham | 11 33 | — | SY.7 |
| Newbiggin | 11 57 | 12 1/2 | |
| Blyth | 12 33 | | |

Works 86 next day.

Unit No. 86. 2 Blue Square Cars.

| | a.m. | a.m. | Driver |
|----------------|-------|-------|-------------|
| Blyth | 6 31 | 6 12 | 2 Cars SY.2 |
| Monkseaton | 7 3 | 6 48 | |
| Blyth | 7 23 | 7 18 | HN.9 |
| Newsham | 7 23 | 7 32 | |
| Blyth | 7 36 | 7 50 | |
| Newsham | 7 55 | 8 0 | |
| Blyth | 8 4 | 8 12 | |
| Newsham | 8 17 | 8 25 | |
| Blyth | 8 29 | 8 47 | |
| Newsham | 8 52 | 8 57 | |
| Blyth | 9 1 | 9 35 | |
| Newsham | 9 40 | 9 41 | |
| Blyth | 9 45 | 9 57 | |
| Manors | 10 31 | 10 42 | |
| Gosforth Sheds | 10 52 | | |
| Gosforth Sheds | | 3 10 | HN.10 |
| Manors | 3 20 | 3 55 | |
| Blyth | 4 27 | 4 40 | SY.6 |
| Monkseaton | 4 57 | 5 12 | |
| Newbiggin | 5 51 | 6 0 | |
| Monkseaton | 6 37 | 6 53 | |
| Newbiggin | 7 28 | 7 48 | |
| Monkseaton | 8 20 | 10 3 | SY.7 |
| Newbiggin | 10 38 | 10 48 | |
| Blyth | 11 14 | 11 24 | |
| Newsham | 11 29 | 11 37 | SY.6 |
| Blyth | 11 41 | | |

Works 85 next day.

Unit No. 87. 2 Yellow Diamond Cars.

| | a.m. | a.m. | Driver |
|-------------------|-------|-------|-------------|
| 88 Gosforth Sheds | 5 1/2 | 5 30 | 4 cars HN.9 |
| Newsham | 6 30 | 6 26 | |
| Blyth | 7 32 | 7 27 | SY.2 |
| Newsham | 7 32 | 7 33 | |
| Newbiggin | 7 57 | 8 33 | |
| Monkseaton | 9 7 | 9 37 | |
| Blyth | 9 52 | | 88 2 cars |
| Blyth | | 10 35 | |
| Newsham | 10 40 | 10 47 | |
| Blyth | 10 51 | 11 0 | |
| Monkseaton | 11 17 | 11 33 | |
| Blyth | 11 48 | 11 56 | |
| Newsham | 12 1 | 12 9 | |
| Blyth | 12 13 | 12 35 | |
| Newsham | 12 40 | 12 47 | |
| Blyth | 12 51 | 1 6 | SY.3 |
| Monkseaton | 1 23 | 1 33 | |
| Blyth | 1 48 | 1 56 | |
| Newsham | 2 1 | 2 9 | |
| Blyth | 2 13 | 2 35 | |
| Newsham | 2 40 | 2 47 | |
| Blyth | 2 51 | 3 0 | |
| Monkseaton | 3 17 | 3 33 | |
| Blyth | 3 48 | | 4 cars |
| 88 Blyth | | 3 56 | |
| Newsham | 4 1 | 4 6 | |
| Newbiggin | 4 31 | 5 10 | |
| Monkseaton | 5 42 | 6 12 | SY.7 |
| Blyth | 6 33 | 6 54 | |
| Newsham | 6 59 | 7 7 | HN.10 |
| Blyth | 7 11 | 7 25 | |
| Monkseaton | 7 42 | 8 3 | |
| Newbiggin | 8 38 | 9 15 | |
| Manors | 10 0 | 10 18 | |
| Gosforth Sheds | 10 28 | | 88 |

Works daily.

Unit No. 88. 2 Yellow Diamond Cars.

| | a.m. | a.m. | Driver |
|-------------------|-------|-------|-------------|
| 87 Gosforth Sheds | 5 1/2 | 5 30 | 4 cars HN.9 |
| Newsham | 6 30 | 6 26 | |
| Blyth | 7 32 | 7 27 | SY.2 |
| Newsham | 7 32 | 7 33 | |
| Newbiggin | 7 57 | 8 33 | |
| Monkseaton | 9 7 | 9 37 | |
| Blyth | 9 52 | | 87 4 cars |
| 87 Blyth | | 3 56 | |
| Newsham | 4 1 | 4 6 | |
| Newbiggin | 4 31 | 5 10 | |
| Monkseaton | 5 42 | 6 12 | SY.7 |
| Blyth | 6 33 | 6 54 | |
| Newsham | 6 59 | 7 7 | HN.10 |
| Blyth | 7 11 | 7 25 | |
| Monkseaton | 7 42 | 8 3 | |
| Newbiggin | 8 38 | 9 15 | |
| Manors | 10 0 | 10 18 | |
| Gosforth Sheds | 10 28 | | 87 |

Works daily.

Unit No. 89. 4 Yellow Diamond Cars.

| | a.m. | a.m. | Driver |
|----------------|-------|------|--------------|
| Gosforth Sheds | 4 1/2 | 3 56 | 4 cars HN.11 |
| Newcastle | 4 1/2 | 4 30 | |
| Darlington | 6 33 | 7 40 | |
| Newcastle | 8 38 | 8 57 | (SWC) |
| Gosforth Sheds | 9 17 | | |
| Gosforth Sheds | | 4 25 | HN.14 |
| Manors | 4 35 | 5 20 | |
| Newbiggin | 6 16 | 6 42 | |
| Newcastle | 7 33 | 7 45 | |
| Gosforth Sheds | 7 58 | | |

Works daily.

DIESEL UNIT WORKING. **BLYTH AND TYNE—SATURDAYS.**

Unit No. 85. 2 Blue Square Cars.

| | a.m. | a.m. | | Driver. |
|----------------|-------|-------|--------|---------|
| Blyth ... | 6 15 | 6 10 | 2 cars | SY.1 |
| Newsham ... | 6 25 | 7 7 | | HN.11 |
| Newbiggin ... | 7 40 | 8 10 | | |
| Monkseaton ... | 8 47 | 9 33 | | |
| Newbiggin ... | 10 30 | 11 20 | | HN.14 |
| Manors ... | 12 20 | 12 33 | | |
| Manors ... | 1 30 | 2 20 | | |
| Newbiggin ... | 3 20 | 3 33 | | |
| Manors ... | 4 30 | 5 20 | | SY.3 |
| Newsham ... | 5 53 | 5 55 | | SY.6 |
| Newbiggin ... | 6 20 | 6 33 | | |
| Manors ... | 7 30 | 8 20 | | |
| Newbiggin ... | 9 20 | 9 33 | | |
| 86 Manors ... | 10 30 | 10 55 | 4 cars | HN.18 |
| Newbiggin ... | 11 55 | 12 11 | | |
| Gosforth Sheds | 12 41 | | 86 | |

Unit No. 86. 2 Blue Square Cars.

| | a.m. | a.m. | | Driver. |
|----------------|-------|-------|--------|---------|
| Blyth ... | 6 31 | 6 12 | 2 cars | SY.2 |
| Monkseaton ... | 7 3 | 7 27 | | |
| Newsham ... | 7 32 | 7 33 | | |
| Newbiggin ... | 7 57 | 8 33 | | |
| Monkseaton ... | 9 7 | 9 33 | | |
| Blyth ... | 9 48 | 10 0 | | |
| Monkseaton ... | 10 17 | 10 33 | | |
| Blyth ... | 10 48 | 11 0 | | |
| Monkseaton ... | 11 17 | 11 33 | | |
| Blyth ... | 11 48 | 12 0 | | SY.3 |
| Monkseaton ... | 12 17 | 12 33 | | |
| Blyth ... | 12 48 | 1 0 | | |
| Monkseaton ... | 1 17 | 1 33 | | |
| Blyth ... | 1 48 | 2 0 | | |
| Monkseaton ... | 2 17 | 2 33 | | |
| Blyth ... | 2 48 | 3 0 | | SY.5 |
| Monkseaton ... | 3 17 | 3 33 | | |
| Blyth ... | 3 48 | 4 0 | | |
| Monkseaton ... | 4 17 | 4 33 | | |
| Blyth ... | 4 48 | 5 0 | | |
| Monkseaton ... | 5 17 | 5 33 | | |
| Blyth ... | 5 48 | 6 0 | | |
| Monkseaton ... | 6 17 | 6 33 | | |
| Blyth ... | 6 48 | 7 0 | | SY.4 |
| Monkseaton ... | 7 17 | 7 33 | | |
| Blyth ... | 7 48 | 8 0 | | SY.5 |
| Monkseaton ... | 8 17 | 8 33 | | |
| Blyth ... | 8 48 | 9 0 | | |
| Monkseaton ... | 9 17 | 9 25 | | |
| 85 Manors ... | 9 43 | 10 55 | 4 cars | HN.16 |
| Newbiggin ... | 11 55 | 12 11 | | HN.18 |
| Gosforth Sheds | 12 41 | | 85 | |

Unit No. 87. 2 Blue Square Cars.

| | a.m. | a.m. | | Driver. |
|----------------|-------|-------|--------|---------|
| Gosforth Sheds | 5 15 | 5 30 | 2 cars | HN.11 |
| Newsham ... | 6 30 | 7 18 | | SY.1 |
| Blyth ... | 7 23 | 7 32 | | |
| Newsham ... | 7 36 | 7 50 | | |
| Blyth ... | 7 55 | 8 0 | | |
| Newsham ... | 8 4 | 8 12 | | |
| Blyth ... | 8 17 | 8 25 | | |
| Newsham ... | 8 29 | 8 47 | | |
| Blyth ... | 8 52 | 8 57 | | |
| Newsham ... | 9 1 | 9 47 | | |
| Blyth ... | 9 52 | 9 58 | | |
| Newsham ... | 10 2 | 10 47 | | |
| Blyth ... | 10 52 | 10 58 | | |
| Newsham ... | 11 2 | 11 47 | | |
| Blyth ... | 11 52 | 11 58 | | |
| Newsham ... | 12 2 | 12 47 | | |
| Blyth ... | 12 52 | 12 58 | | |
| Newsham ... | 1 2 | 1 47 | | SY.4 |
| Blyth ... | 1 52 | 1 58 | | |
| Newsham ... | 2 2 | 2 47 | | |
| Blyth ... | 2 52 | 2 58 | | |
| Newsham ... | 3 2 | 3 47 | | |
| Blyth ... | 3 52 | 3 58 | | |
| Newsham ... | 4 2 | 4 47 | | |
| Blyth ... | 4 52 | 4 58 | | |
| Newsham ... | 5 2 | 5 47 | | |
| Blyth ... | 5 52 | 5 58 | | |
| Newsham ... | 6 2 | 6 47 | | SY.7 |
| Blyth ... | 6 52 | 6 58 | | |
| Newsham ... | 7 2 | 7 47 | | |
| Blyth ... | 7 52 | 7 58 | | |
| Newsham ... | 8 2 | 8 47 | | |
| Blyth ... | 8 52 | 8 58 | | |
| Newsham ... | 9 2 | 9 47 | | |
| Blyth ... | 9 52 | 9 58 | | |
| Newsham ... | 10 2 | 10 19 | | |
| Blyth ... | 10 24 | 10 33 | | |
| Newsham ... | 10 37 | 11 18 | | |
| Blyth ... | 11 23 | 11 33 | | |
| 88 Newsham ... | 11 37 | 11 59 | 4 cars | |
| Blyth ... | 12 30 | 12 34 | | |
| Newbiggin ... | 1 10 | | 88 | |

Works 85 Monday.

Unit No. 88. 2 Blue Square Cars.

| | a.m. | a.m. | | Driver. |
|----------------|-------|-------|--------|---------|
| Gosforth Sheds | 8 15 | 8 50 | 2 cars | HN.12 |
| Manors ... | 9 10 | 9 20 | | |
| Newbiggin ... | 10 20 | 10 33 | | |
| Manors ... | 11 30 | 12 20 | | |
| Newbiggin ... | 1 20 | 1 33 | | |
| Manors ... | 2 30 | 3 20 | | HN.15 |
| Newbiggin ... | 4 20 | 4 33 | | |
| Manors ... | 5 30 | 6 20 | | HN.17 |
| Newbiggin ... | 7 20 | 7 33 | | |
| Manors ... | 8 30 | 8 57 | | HN.16 |
| Monkseaton ... | 9 13 | 9 33 | | SY.5 |
| Blyth ... | 9 48 | | | |
| 87 Blyth ... | 11 59 | | 4 cars | SY.7 |
| Newbiggin ... | 12 30 | 12 34 | | |
| Blyth ... | 1 10 | | 87 | |

Unit No. 89. 4 Yellow Diamond Cars.

| | a.m. | a.m. | | Driver. |
|----------------|-------|-------|--------|---------|
| Gosforth Sheds | 3 15 | 3 56 | 4 cars | HN.9 |
| Newcastle ... | 4 19 | 4 30 | | |
| Darlington ... | 6 33 | 7 40 | | |
| Newcastle ... | 8 38 | 8 57 | | |
| Gosforth Sheds | 9 17 | 9 48 | | via SWC |
| Manors ... | 9 56 | 10 20 | | HN.13 |
| Newbiggin ... | 11 20 | 11 33 | | |
| Manors ... | 12 30 | 1 20 | | |
| Newbiggin ... | 2 20 | 2 33 | | |
| Manors ... | 3 30 | 4 20 | | HN.16 |
| Newbiggin ... | 5 20 | 5 33 | | |
| Manors ... | 6 30 | 7 20 | | HN.18 |
| Newbiggin ... | 8 20 | 8 33 | | |
| Manors ... | 9 30 | 9 55 | | HN.17 |
| Newbiggin ... | 10 55 | 11 5 | | |
| Newcastle ... | 11 58 | 12 13 | | |
| Gosforth Sheds | 12 16 | | | |

DIESEL UNIT WORKING.

COUNTY DURHAM SERVICES—MONDAYS TO FRIDAYS.

Unit No. So.G. 91. 2 Cars Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|-------------------------|-------|---------|-------------|--------|
| 92 Sunderland ... | ... | 5 50 | ... | SU.1 |
| Newcastle ... | 6 18 | 7 32 | 4 cars | SU.3 |
| Sunderland ... | 8 1 | 8 7 | | |
| W. Hartlepool ... | 8 39 | 8 47 | | |
| Hartlepool ... | 8 53 | 9 10 | | |
| W. Hartlepool Sdgs. ... | 9 16 | | 92 | |
| " ... | | 9 20 | 2 cars | |
| W. Hartlepool ... | 9 25 | 9 31 | | WP.1 |
| Eaglescliffe ... | 9 56 | 10 7 | | |
| W. Hartlepool ... | 10 39 | 10 41 | | |
| Sidings ... | 10 44 | 12 10 | | SU.3 |
| W. Hartlepool ... | 12 15 | 12 40 | | |
| Sunderland ... | 1 15 | 1 47 | | SU.13 |
| 101 Newcastle ... | 2 18 | 2 45 | 4 cars | |
| Sunderland ... | 3 14 | | 101 FX | |
| " ... | | 3 41(A) | { 2 cars FX | |
| South Shields ... | 4 2 | 4 45 | { 4 cars FO | |
| Sunderland ... | 5 6 | 5 10 | | |
| Durham ... | 5 42 | 6 5 | | |
| Bp. Auckland ... | 6 30 | 6 48 | | |
| Durham ... | 7 11 | 7 32 | | |
| Sunderland ... | 8 2 | | 101 FO | |

Works 101 SX, 93 SO.

(A) 2 mins. later FO.

Unit No. So.G. 92. 2 Cars Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|-----------------------------|------|------|----------|--------|
| 91 Sunderland ... | ... | 6 20 | ... | SU.3 |
| Newcastle ... | 6 49 | 7 32 | 4 cars | |
| Sunderland ... | 8 1 | 8 7 | | |
| W. Hartlepool ... | 8 39 | 8 47 | | |
| Hartlepool ... | 8 53 | 9 10 | | |
| W. Hartlepool Sdgs. ... | 9 16 | | 91 | |
| 103 W. Hartlepool Sdgs. ... | | 3 50 | 4 cars | WP.2 |
| Hartlepool ... | 3 57 | 4 10 | | |
| W. Hartlepool ... | 4 17 | 4 25 | | |
| Sunderland ... | 5 2 | 5 8 | | SU.19 |
| Newcastle ... | 5 38 | 5 47 | | |
| Sunderland ... | 6 16 | | 103 | |

Works 103 SX, 98 SO.

Unit No. So.G. 93. 2 Cars Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|-------------------|-------|-------|----------|--------|
| 98 Sunderland ... | ... | 7 45 | 4 cars | SU.8 |
| Newcastle ... | 8 15 | 8 34 | | |
| Washington ... | 8 56 | 9 8 | Pcls. | |
| Durham ... | 9 45 | 1 38 | | |
| Sunderland ... | 2 11 | | 98 FO | |
| " ... | | 4 41 | | SU.18 |
| South Shields ... | 5 2 | 5 25 | | |
| Sunderland ... | 5 46 | 6 10 | | WP.2 |
| W. Hartlepool ... | 6 45 | 6 48 | FX | WP.4 |
| York ... | 8 24 | 9 34 | | |
| W. Hartlepool ... | 11 1 | 11 16 | | |
| Sidings ... | 11 11 | | 98 | |
| Sunderland ... | | 4 3 | 2 cars | SU.11 |
| Newcastle ... | 4 33 | 5 0 | FO | |
| Sunderland ... | 5 31 | 5 35 | | |
| Durham ... | 6 9 | | | |

Work 97 SX, 95 SO.

Unit No. So.G. 94. 2 Cars Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|--------------------|-------|-------|----------|--------|
| Sunderland ... | ... | 6 46 | ... | SU.5 |
| So. Shields ... | 7 7 | 7 27 | | |
| Sunderland ... | 7 50 | 8 20 | | |
| So. Shields ... | 8 41 | 8 48 | | |
| Sunderland ... | 9 9 | 9 41 | | |
| So. Shields ... | 10 2 | 11 5 | | |
| Sunderland ... | 11 26 | 12 8 | | SU.10 |
| Durham ... | 12 42 | 3 0 | | |
| Bp. Auckland ... | 3 25 | 4 17 | | |
| Durham ... | 4 40 | 4 54 | | |
| Sunderland ... | 5 28 | 5 41 | | |
| So. Shields ... | 6 2 | 6 25 | | |
| 99 Sunderland ... | 6 45 | 10 0 | 4 cars | SU.19 |
| Newcastle ... | 10 28 | | 99 | |
| " ... | | 10 42 | 2 cars | HN.14 |
| Gosforth Sheds ... | 10 55 | | | |

Work 104 SX, 99 SO.

Unit No. So.G. 95. 2 Cars Metro-Cammell.

| | a.m. | a.m. | Driver |
|-------------------|-------|-------|--------|
| Durham ... | ... | 6 35 | HN.12 |
| Sunderland ... | 7 9 | 7 33 | |
| So. Shields ... | 7 54 | 8 3 | |
| Sunderland ... | 8 24 | 8 29 | SU.9 |
| Durham ... | 9 1 | 9 20 | |
| Sunderland ... | 9 54 | 10 0 | |
| Newcastle ... | 10 30 | 10 45 | |
| Sunderland ... | 11 14 | 12 0 | SU.4 |
| Newcastle ... | 12 30 | 12 47 | |
| Sunderland ... | 1 16 | 1 55 | SU.14 |
| So. Shields ... | 2 16 | 3 5 | |
| Sunderland ... | 3 26 | 3 53 | |
| W. Hartlepool ... | 4 27 | 5 17 | |
| Sunderland ... | 5 49 | 6 22 | |
| So. Shields ... | 6 42 | 7 5 | |
| Sunderland ... | 7 25 | 8 0 | |
| Newcastle ... | 8 28 | 8 48 | |
| Sunderland ... | 9 15 | 9 45 | SU.16 |
| So. Shields ... | 10 5 | 10 47 | |
| Sunderland ... | 11 7 | | |

Work 98 SX, 102 SO.

Unit No. So.G. 96. 2 Cars Metro-Cammell.

| Attached | a.m. | a.m. | Driver |
|--------------------|-------|-------|-------------|
| 97 Sidings ... | ... | 6 55 | 4 cars WP.3 |
| W. Hartlepool ... | 7 10 | 7 22 | |
| Sunderland ... | 7 55 | 8 0 | |
| Newcastle ... | 8 30 | 8 42 | HN.2 |
| Gosforth Sheds ... | 9 12 | 5 7 | 4 cars HN.7 |
| Newcastle ... | 5 20 | 5 29 | GD.3 |
| Sunderland ... | 5 59 | | 97 FX |
| " ... | | 6 10 | WP.2 |
| W. Hartlepool ... | 6 45 | 6 48 | WP.4 |
| York ... | 8 24 | 9 34 | FO |
| W. Hartlepool ... | 11 1 | 11 16 | |
| Sidings ... | 11 11 | | 97 |

Work 92 SX, 97 SO.

Unit No. So.G. 97. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver |
|--------------------|-------|-------|-------------|
| 96 Sidings ... | ... | 6 55 | 4 cars WP.3 |
| W. Hartlepool ... | 7 10 | 7 22 | |
| Sunderland ... | 7 55 | 8 0 | |
| Newcastle ... | 8 30 | 8 42 | HN.2 |
| Gosforth Sheds ... | 9 12 | 5 7 | 4 cars HN.7 |
| Newcastle ... | 5 20 | 5 29 | GD.3 |
| Sunderland ... | 5 59 | | 96 FX |
| Sunderland ... | | 6 10 | WP.2 |
| W. Hartlepool ... | 6 45 | 6 48 | WP.4 |
| York ... | 8 24 | 9 34 | FO |
| W. Hartlepool ... | 11 1 | 11 16 | |
| Sidings ... | 11 11 | | 96 |

Works 99 SX, 96 SO.

Unit No. So.G. 98. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver |
|-------------------|-------|-------|--------------|
| 93 Sunderland ... | ... | 7 45 | 4 cars SU.8 |
| Newcastle ... | 8 15 | 8 34 | |
| Washington ... | 8 56 | 9 8 | Pcls. |
| Durham ... | 9 45 | 1 38 | |
| Sunderland ... | 2 11 | | 93 FO |
| Sunderland ... | | 4 41 | SU.18 |
| South Shields ... | 5 2 | 5 25 | |
| Sunderland ... | 5 46 | 6 10 | WP.2 |
| W. Hartlepool ... | 6 45 | 6 48 | WP.4 |
| York ... | 8 24 | 9 34 | |
| W. Hartlepool ... | 11 1 | 11 16 | |
| Sidings ... | 11 11 | | 93 |
| Sunderland ... | | 4 41 | 2 cars SU.18 |
| South Shields ... | 5 2 | 5 25 | FO |
| Sunderland ... | 5 46 | | |

Works 96 SX, 94 SO.

DIESEL UNIT WORKING.

COUNTY DURHAM SERVICES—MONDAYS TO FRIDAYS—continued.

Unit No. So.G.99. 2 Cars. Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|-------------------|-------|-------|----------|--------|
| Sunderland ... | | 6 30 | | SU.4 |
| South Shields ... | 6 51 | 6 58 | | |
| Sunderland ... | 7 19 | 7 21 | | |
| Hylton ... | 7 30 | 7 38 | | |
| Sunderland ... | 7 47 | 7 52 | | |
| South Shields ... | 8 13 | 8 25 | | |
| Sunderland ... | 8 46 | | | |
| | p.m. | p.m. | | |
| Sunderland ... | | 4 20 | | SU.16 |
| South Shields ... | 4 41 | 5 6 | | |
| Sunderland ... | 5 27 | 5 45 | | |
| Newcastle ... | 6 16 | 6 45 | | |
| Sunderland ... | 7 13 | 7 42 | | SU.19 |
| South Shields ... | 8 2 | 9 5 | | |
| 94 Sunderland ... | 9 25 | 10 0 | 4 cars | |
| Newcastle ... | 10 28 | | | |
| Newcastle ... | | 11 47 | 2 cars | |
| Sunderland ... | 12 12 | | | |

Work 91 next day.

Unit No. So.G. 100. 2 Cars. Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|--------------------|-------|-------|----------|--------|
| Sunderland ... | | 7 0 | 2 cars | SU.7 |
| South Shields ... | 7 21 | 7 45 | | |
| Sunderland ... | 8 6 | 8 40 | | |
| South Shields ... | 9 1 | 9 42 | | |
| Sunderland ... | 10 3 | 10 41 | | SU.2 |
| South Shields ... | 11 2 | 11 58 | | |
| Sunderland ... | 12 19 | 12 40 | | SU.5 |
| South Shields ... | 1 1 | 1 25 | | |
| Sunderland ... | 1 46 | 4 10 | | HN.13 |
| Pelaw ... | 4 27 | 4 54 | | |
| Washington ... | 5 5 | 5 30 | | |
| Newcastle ... | 5 52 | 6 12 | | |
| Gosforth Sheds ... | 6 25 | | | |

Work 105 SX, 92 SO.

Unit No. So.G. 101. 2 Cars. Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|--------------------|------|------|----------|--------|
| Sunderland ... | | 6 7 | | SU.2 |
| South Shields ... | 6 28 | 6 36 | | |
| Sunderland ... | 6 57 | 7 0 | | |
| Durham ... | 7 32 | 8 10 | | |
| Sunderland ... | 8 43 | 9 0 | | HN.1 |
| Newcastle ... | 9 30 | 9 37 | | |
| Gosforth Sheds ... | 9 50 | | | |
| | p.m. | p.m. | | |
| Gosforth Sheds ... | | 2 10 | | HN.13 |
| 91 Newcastle ... | 2 23 | 2 45 | 4 cars | SU.13 |
| Sunderland ... | 3 14 | | | |
| Sunderland ... | | 4 3 | | |
| Newcastle ... | 4 33 | 5 0 | 2 cars | SU.11 |
| Sunderland ... | 5 31 | 5 35 | | |
| Durham ... | 6 9 | | | |
| Sunderland ... | | 3 43 | | |
| South Shields ... | 4 4 | 4 45 | 4 cars | SU.13 |
| Sunderland ... | 5 6 | 5 10 | | |
| Durham ... | 5 42 | 6 5 | | |
| Bp. Auckland ... | 6 30 | 6 48 | | |
| Durham ... | 7 11 | 7 32 | | |
| Sunderland ... | 8 2 | | | 91 |

Work 95 SX, 100 SO.

Unit No. So.G. 102. 2 Cars. Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|-------------------|-------|-------|----------|--------|
| Sunderland ... | | 6 54 | | SU.6 |
| W. Hartlepool ... | 7 28 | 8 15 | | |
| Sunderland ... | 8 47 | 8 55 | | |
| South Shields ... | 9 16 | 10 25 | | |
| Sunderland ... | 10 46 | 12 10 | | |
| South Shields ... | 12 31 | 12 48 | | |
| Sunderland ... | 1 9 | 1 13 | | SU.12 |
| Seaham ... | 1 22 | 2 17 | | |
| Sunderland ... | 2 25 | 2 48 | | |
| South Shields ... | 3 9 | 4 5 | | |
| Sunderland ... | 4 26 | | | |
| Sunderland ... | | 4 40 | | |
| Hylton ... | 4 49 | 5 10 | | MFO |
| Sunderland ... | 5 10 | | | |
| Sunderland ... | | 5 22 | | |
| South Shields ... | 5 43 | 6 5 | | |
| Sunderland ... | 6 26 | 6 42 | | SU.15 |
| South Shields ... | 7 2 | 8 5 | | |
| Sunderland ... | 8 25 | 9 4 | | |
| Newcastle ... | 9 32 | 9 50 | | |
| Sunderland ... | 10 16 | | | |

Work 94 SX, 103 SO.

Unit No. So.G. 103. 2 Cars Metro-Cammell.

| Attached | p.m. | p.m. | Detached | Driver |
|----------------------|------|------|----------|--------|
| Sunderland ... | | 1 10 | | SU.11 |
| So. Shields ... | 1 31 | 2 5 | | |
| Sunderland ... | 2 26 | 2 45 | | WP.2 |
| W. Hartlepool ... | 3 18 | | | |
| 92 W. Hartlepool ... | | 3 50 | 4 cars | |
| Hartlepool ... | 3 57 | 4 10 | | |
| W. Hartlepool ... | 4 17 | 4 25 | | |
| Sunderland ... | 5 2 | 5 8 | | SU.19 |
| Newcastle ... | 5 38 | 5 47 | | |
| Sunderland ... | 6 16 | | 92 | |

Work 100 SX, 105 SO.

Unit No. So.G. 104. 2 Cars Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|-----------------------|-------|-------|----------|--------|
| 77 Gosforth Sheds ... | | 5 20 | 8 cars | HN.4 |
| 105 Newcastle ... | 5 33 | | 77 | |
| " | | 6 35 | 4 cars | |
| Sunderland ... | 7 4 | 8 15 | | SU.1 |
| Newcastle ... | 8 40 | 8 47 | | |
| Sunderland ... | 9 16 | | 105 | |
| " | | 11 0 | 2 cars | |
| Newcastle ... | 11 30 | 11 45 | | |
| Sunderland ... | 12 14 | 1 0 | WX | SU.7 |
| Hylton ... | 1 9 | 1 51 | WX | |
| Sunderland ... | 2 0 | | | |
| " | | 1 0 | WO | |
| Penshaw ... | 1 16 | 1 44 | WO | |
| Sunderland ... | 2 0 | | | |
| " | | 3 0 | | SU.15 |
| Newcastle ... | 3 30 | 3 45 | | |
| Sunderland ... | 4 14 | 5 0 | | |
| So. Shields ... | 5 21 | 5 45 | | |
| Sunderland ... | 6 6 | 6 18 | | SU.18 |
| Durham ... | 6 55 | 10 20 | | |
| Sunderland ... | 10 48 | | | |

Work 93 SX, 104 SO.

Unit No. So.G. 105. 2 Cars Metro-Cammell.

| Attached | a.m. | a.m. | Detached | Driver |
|---------------------------|-------|-------|----------|--------|
| 77 (a) Gosforth Sheds ... | | 5 20 | 8 cars | HN.4 |
| 104 Newcastle ... | 5 33 | | 77 | |
| " | | 6 35 | 4 cars | |
| Sunderland ... | 7 4 | 8 15 | | SU.1 |
| Newcastle ... | 8 40 | 8 47 | | |
| Sunderland ... | 9 16 | | 104 | |
| " | | 1 0 | 2 cars | SU.9 |
| Newcastle ... | 1 30 | 1 45 | | |
| Sunderland ... | 2 14 | 4 16 | | SU.17 |
| Durham ... | 4 54 | 5 0 | | |
| Bp. Auckland ... | 5 25 | 5 40 | | |
| Durham ... | 6 4 | 6 12 | | |
| Sunderland ... | 6 44 | 7 0 | | |
| Newcastle ... | 7 28 | 7 47 | | |
| Sunderland ... | 8 15 | 8 56 | | |
| South Shields ... | 9 16 | 10 5 | | |
| Sunderland ... | 10 25 | 10 52 | | |
| So. Shields ... | 11 12 | 11 16 | | |
| Sunderland ... | 11 36 | | | |

Work 102 SX, 101 SO.

(a) Unit No. 77 to be rear Gosforth Sheds to Newcastle.

DIESEL UNIT WORKING.

COUNTY DURHAM SERVICES—SATURDAYS.

Unit No. So.G. 91. 2 Car Metro-Cammell.

| Attached | | a.m. | a.m. | Detached | Driver |
|------------|-----|-------|-------|----------|--------|
| Sunderland | ... | | 5 50 | | SU.1 |
| Newcastle | ... | 6 18 | 6 35 | | |
| Sunderland | ... | 7 4 | | | |
| | | p.m. | p.m. | | |
| 93 | " | | 1 0 | 4 cars | SU.9 |
| Newcastle | ... | 1 30 | 1 45 | | |
| Sunderland | ... | 2 14 | 5 8 | | SU.9 |
| Newcastle | ... | 5 38 | 5 47 | | |
| Sunderland | ... | 6 16 | 10 0 | | SU.17 |
| Newcastle | ... | 10 28 | | 93 | |
| " | | | 11 47 | 2 cars | |
| Sunderland | ... | 12 12 | | | |

Work 102 Monday.

Unit No. So.G. 92. 2 Car Metro-Cammell.

| Attached | | a.m. | a.m. | Detached | Driver |
|----------------|------------|-------|-------|----------|--------|
| Gosforth Sheds | ... | | 4 40 | | HN.3 |
| Newcastle | ... | 4 53 | 5 15 | | |
| Sunderland | ... | 5 39 | | | |
| | | | 6 7 | | SU.2 |
| So. Shields | ... | 6 28 | 7 27 | | |
| Sunderland | ... | 7 50 | 8 7 | | |
| W. Hartlepool | ... | 8 39 | 9 31 | | WP.1 |
| Eaglescliffe | ... | 9 56 | 10 7 | | |
| W. Hartlepool | ... | 10 37 | 10 41 | | |
| Sidings | ... | 10 44 | 12 10 | | |
| W. Hartlepool | ... | 12 15 | 12 40 | | WP.2 |
| Sunderland | ... | 1 15 | 1 47 | | SU.11 |
| 99 | Newcastle | ... | 2 18 | 4 cars | |
| | Sunderland | ... | 3 14 | | |
| | | | 3 41 | 99 | 2 cars |
| So. Shields | ... | 4 2 | 4 45 | | |
| Sunderland | ... | 5 6 | 5 10 | | SU.10 |
| 99 | Durham | ... | 5 42 | 4 cars | SU.14 |
| | Sunderland | ... | 10 48 | 99 | |

Work 104 Monday.

Unit No. So.G. 93. 2 Cars Metro-Cammell.

| Attached | | a.m. | a.m. | Detached | Driver |
|----------------|-----|-------|-------|----------|--------|
| Sunderland | ... | | 6 20 | | SU.3 |
| Newcastle | ... | 6 49 | 7 32 | | |
| Sunderland | ... | 8 1 | | | |
| | | p.m. | p.m. | | |
| 91 | " | | 1 0 | 4 cars | SU.9 |
| Newcastle | ... | 1 30 | 1 45 | | |
| Sunderland | ... | 2 14 | 5 8 | | SU.9 |
| Newcastle | ... | 5 38 | 5 47 | | |
| Sunderland | ... | 6 16 | 10 0 | | SU.17 |
| Newcastle | ... | 10 28 | | 91 | |
| Newcastle | ... | | 10 37 | 2 cars | HN.16 |
| Gosforth Sheds | ... | 10 50 | | | |

Works 99 Monday.

Unit No. So.G. 94. 2 Cars Metro-Cammell.

| Attached | | a.m. | a.m. | Detached | Driver |
|----------------|----------------|-------|------|----------|--------|
| Sunderland | ... | | 7 45 | | SU.1 |
| 95 | Newcastle | ... | 8 15 | 4 cars | HN.10 |
| | Gosforth Sheds | ... | 8 35 | | |
| | | | p.m. | | |
| Gosforth Sheds | ... | | 5 7 | | HN.7 |
| Newcastle | ... | 5 20 | 5 29 | | GD.5 |
| Sunderland | ... | 5 59 | 6 10 | | WP.2 |
| W. Hartlepool | ... | 6 45 | 6 48 | | WP.5 |
| York | ... | 8 24 | 9 34 | | |
| W. Hartlepool | ... | 11 1 | 11 6 | | |
| Sidings | ... | 11 11 | | 95 | |

Work 94 Sunday.

Unit No. So.G. 95. 2 Cars. Metro-Cammell.

| Attached | | a.m. | a.m. | Detached | Driver |
|----------------|----------------|-------|------|----------|--------|
| Durham | ... | | 6 35 | | HN.10 |
| Sunderland | ... | 7 9 | 7 29 | | |
| 94 | Newcastle | ... | 7 57 | 4 cars | |
| | Gosforth Sheds | ... | 8 35 | | |
| | | | p.m. | p.m. | |
| Gosforth Sheds | ... | | 5 7 | | HN.7 |
| Newcastle | ... | 5 20 | 5 29 | | GD.5 |
| Sunderland | ... | 5 59 | 6 10 | | WP.2 |
| W. Hartlepool | ... | 6 45 | 6 48 | | WP.5 |
| York | ... | 8 24 | 9 34 | | |
| W. Hartlepool | ... | 11 1 | 11 6 | | |
| Sidings | ... | 11 11 | | 94 | |

Work 91 Sunday.

Unit No. So.G. 96. 2 Cars. Metro-Cammell.

| Attached | | a.m. | a.m. | Detached | Driver |
|----------|---------------|------|-------|----------|--------|
| 97 | Sidings | ... | 6 15 | 4 cars | WP.1 |
| | W. Hartlepool | ... | 6 20 | | WP.3 |
| | Sunderland | ... | 7 55 | | |
| | Newcastle | ... | 8 40 | | |
| | Sunderland | ... | 9 16 | | SU.3 |
| | Newcastle | ... | 12 30 | | |
| | Sunderland | ... | 1 16 | 97 | |

Work 98 Monday.

Unit No. So.G. 97. 2 Cars. Metro-Cammell.

| Attached | | a.m. | a.m. | Detached | Driver |
|----------|---------------|------|-------|----------|--------|
| 96 | Sidings | ... | 6 15 | 4 cars | WP.1 |
| | W. Hartlepool | ... | 6 20 | | WP.3 |
| | Sunderland | ... | 7 55 | | |
| | Newcastle | ... | 8 40 | | |
| | Sunderland | ... | 9 16 | | SU.3 |
| | Newcastle | ... | 12 30 | | |
| | Sunderland | ... | 1 16 | 96 | |

Work 93 Monday.

Unit No. So.G. 98. 2 Cars. Metro-Cammell.

| | | p.m. | p.m. | Driver. |
|---------------|-----|------|-------|---------|
| Sunderland | ... | | 1 55 | SU.12 |
| South Shields | ... | 2 16 | 3 5 | |
| Sunderland | ... | 3 26 | 3 53 | |
| W. Hartlepool | ... | 4 27 | 5 17 | |
| Sunderland | ... | 5 49 | 6 22 | |
| South Shields | ... | 6 42 | 7 5 | |
| Sunderland | ... | 7 25 | 8 0 | |
| Newcastle | ... | 8 28 | 8 48 | |
| Sunderland | ... | 9 15 | 9 45 | SU.15 |
| South Shields | ... | 10 5 | 10 47 | |
| Sunderland | ... | 11 7 | | |

Work 91 Monday.

DIESEL UNIT WORKING.

COUNTY DURHAM SERVICES—SATURDAYS—continued.

Unit No. So.G. 99. 2 Cars. Metro-Cammell.

| Attached | p.m. | p.m. | Detached | Driver |
|----------------|-------|-------|-----------|--------|
| Gosforth Sheds | ... | 2†10 | | HN.15 |
| 92 Newcastle | 2†23 | 2 45 | 4 cars | SU.11 |
| Sunderland | 3 14 | | 92 2 cars | SU.14 |
| Sunderland | | 4 3 | | |
| Newcastle | 4 33 | 5 0 | | |
| Sunderland | 5 31 | 5 35 | | |
| 92 Durham | 6 9 | 10 20 | 4 cars | |
| Sunderland | 10 48 | | 92 | |

Work 105 Monday.

Unit No. So.G. 100. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver. |
|---------------|-------|-------|---------|
| Sunderland | ... | 7 0 | SU.6 |
| South Shields | 7 21 | 8 25 | |
| Sunderland | 8 46 | 11 0 | SU.2 |
| Newcastle | 11 30 | 11 45 | |
| Sunderland | 12 14 | 1†42 | SU.10 |
| Seaham | 1†52 | 2 17 | |
| Sunderland | 2 25 | 2 48 | |
| South Shields | 3 9 | 4 5 | |
| Sunderland | 4 26 | 5 45 | SU.16 |
| Newcastle | 6 16 | 6 45 | |
| Sunderland | 7 13 | 7 42 | SU.17 |
| South Shields | 8 2 | 9 5 | |
| Sunderland | 9 25 | 10 7 | GD.5 |
| Durham | 10 35 | | |

Work 95 Monday.

Unit No. So.G. 101. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver. |
|---------------|-------|------|---------|
| Sunderland | ... | 6 30 | SU.4 |
| South Shields | 6 51 | 6 58 | |
| Sunderland | 7 19 | 8 20 | |
| South Shields | 8 41 | 8 48 | |
| Sunderland | 9 9 | 9 41 | |
| South Shields | 10 2 | 11 5 | |
| Sunderland | 11 26 | 12 8 | SU.7 |
| Durham | 12 42 | 1 38 | |
| Sunderland | 2 11 | 3 0 | SU.9 |
| Newcastle | 3 30 | 3 45 | |
| Sunderland | 4 14 | 4 41 | WP.2 |
| South Shields | 5 2 | 5 25 | |
| Sunderland | 5 46 | 6 18 | GD.5 |
| Durham | 6 55 | 7 32 | |
| Sunderland | 8 2 | | |

Work 94 Monday.

Unit No. So.G. 102. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver. |
|---------------|-------|-------|---------|
| Sunderland | ... | 7 0 | SU.5 |
| Durham | 7 32 | 8 10 | |
| Sunderland | 8 43 | 10 41 | SU.1 |
| South Shields | 11 2 | 11 58 | |
| Sunderland | 12 19 | 12 40 | SU.5 |
| South Shields | 1 1 | 1 25 | |
| Sunderland | 1 46 | 2 6 | SU.13 |
| Durham | 2 41 | 4 54 | |
| Sunderland | 5 28 | 5 41 | SU.17 |
| South Shields | 6 4 | 6 25 | |
| Sunderland | 6 45 | | |

Works 100 Monday.

Unit No. So.G. 103. 2 cars. Metro-Cammell.

| | a.m. | a.m. | Driver. |
|----------------|------|------|---------|
| Sunderland | ... | 6 54 | HN.3 |
| W. Hartlepool | 7 28 | 8 15 | |
| Sunderland | 8 47 | 9 0 | |
| Newcastle | 9 30 | 9†37 | |
| Gosforth Sheds | 9†50 | | |

Work 93 Sunday.

Unit No. So.G. 104. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver. |
|---------------|-------|-------|---------|
| Sunderland | ... | 7 33 | Su.7 |
| South Shields | 7 54 | 8 3 | |
| Sunderland | 8 24 | 8 29 | |
| Durham | 9 1 | 9 20 | |
| Sunderland | 9 54 | 10 0 | WP.2 |
| Newcastle | 10 30 | 10 45 | |
| Sunderland | 11 14 | | |
| | p.m. | p.m. | |
| Sunderland | ... | 12 10 | Su.6 |
| South Shields | 12 31 | 12 48 | |
| Sunderland | 1 9 | 1 13 | WP.3 |
| W. Hartlepool | 1 47 | 4 25 | WP.4 |
| Sunderland | 5 2 | 5 22 | |
| South Shields | 5 43 | 6 5 | |
| Sunderland | 6 26 | 6 42 | |
| South Shields | 7 2 | 8 5 | |
| Sunderland | 8 25 | 9 4 | Su.RLF |
| Newcastle | 9 32 | 9 50 | |
| Sunderland | 10 16 | | |

Works 101 Monday.

Unit No. So.G. 105. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver. |
|-----------------|-------|-------|---------|
| Sunderland | ... | 8 40 | Su.8 |
| South Shields | 9 1 | 9 42 | |
| Sunderland | 10 3 | 10 45 | |
| Durham | 11 20 | 12 20 | |
| Sunderland | 12 52 | 1 10 | |
| South Shields | 1 31 | 2 5 | |
| Sunderland | 2 26 | 4 16 | Su.15 |
| Durham | 4 54 | 5 0 | |
| Bishop Auckland | 5 25 | 5 40 | |
| Durham | 6 4 | 6 12 | |
| Sunderland | 6 44 | 7 0 | Su.13 |
| Newcastle | 7 28 | 7 47 | |
| Sunderland | 8 15 | 8 56 | Su.16 |
| South Shields | 9 16 | 10 5 | |
| Sunderland | 10 25 | 10 52 | |
| South Shields | 11 12 | 11 16 | |
| Sunderland | 11 36 | | |

Work 92 Sunday.

DIESEL UNIT WORKING. **COUNTY DURHAM SERVICES—SUNDAYS.**

Unit No. So.G. 91. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver. |
|---------------------|------|------|---------|
| Sidings ... | | 6†48 | WP.2 |
| West Hartlepool ... | 6†53 | 7 8 | |
| Sunderland ... | 7 50 | | |

Work 103 Monday.

Unit No. So.G. 93. 2 Cars. Metro-Cammell.

| | p.m. | p.m. | Driver. |
|---------------------|-------|------|---------|
| Gosforth Sheds ... | | 2†48 | WP.3 |
| Newcastle ... | 3 † 1 | 3 15 | |
| West Hartlepool ... | 4 6 | 4†10 | |
| Sidings ... | 4†15 | | |

Works 96 Monday.

Unit No. So.G. 92. 2 Cars. Metro-Cammell.

| | a.m. | a.m. | Driver. |
|--------------------|------|------|---------|
| Sunderland ... | | 9 0 | WP.2 |
| Newcastle ... | 9 24 | 9†32 | |
| Gosforth Sheds ... | 9†45 | | |

Works 92 Monday.

Unit No. So.G. 94. 2 Cars. Metro-Cammell.

| | p.m. | p.m. | Driver. |
|---------------------|-------|-------|---------|
| Sidings ... | | 6†15 | WP.1 |
| West Hartlepool ... | 6†20 | 6 40 | |
| Darlington ... | 7 36 | 8 35 | |
| West Hartlepool ... | 9 17 | 10 5 | |
| Eaglescliffe ... | 10 35 | 11 5 | |
| West Hartlepool ... | 11 30 | 11†35 | |
| Sidings ... | 11†40 | | |

Works 97 Monday.

DIESEL UNIT WORKING. **MAIN LINE—WEEKDAYS.**

Unit So.G. 107. 4 Cars (including R.M.B.)

R.M.B. Car No. 59575 **MWFO**, 59576 **TThSO**, staffed on all services.

| | a.m. | a.m. | Driver |
|------------------|-------|-------|---------------------------------|
| 109 } S.B.S. ... | | 6†45 | 4 cars FSX { SX |
| FSO } | | | 6 cars FSO { BN.4 |
| | | | { SO |
| | | | { BN.2 |
| Newcastle ... | 6†55 | 7 20 | |
| Darlington ... | 8 21 | 8 25 | DA.31 |
| York ... | 9 20 | 10 15 | |
| Leeds ... | 10 46 | 11 45 | |
| York ... | 12 17 | 12 45 | YK.IM |
| via Coast | | | |
| Newcastle ... | 3 4 | 3†12 | |
| S.B.S. ... | 3†22 | 5 † 4 | |
| Newcastle ... | 5†14 | 5 33 | |
| York ... | 7 39 | 7 52 | YK.52L |
| Leeds ... | 8 30 | 8†40 | { YK.55L SX |
| | | | { YK.57L SO |
| Sidings ... | 8†50 | | 109 FSO |

Works 108 next day.

Unit So.G. 109. 2 Cars. FSO.

Work as for Unit 107.

Unit So.G. 108. 4 Cars (including R.M.B.)

R.M.B. Car No. 59576 **MWFO**, 59575 **TThSO**, staffed on all services.

| | a.m. | a.m. | Driver |
|------------------------|-------|-------|--------------------------|
| 110 } Neville Hill ... | | 6†40 | 4 cars MSX NH.34L |
| MO } | | | 6 cars MO |
| Garforth ... | 6†55 | 7 23 | SX |
| Leeds ... | 7 36 | | |
| 110 } Neville Hill ... | | 7†15 | 6 cars NH.34L |
| SO } | | | SO |
| Leeds ... | 7†25 | | |
| Leeds ... | | 7 45 | NH.IM |
| York ... | 8 25 | 8 40 | |
| Darlington ... | 9 42 | 9 44 | { SX BN.4 |
| | | | { SO BN.2 |
| | | | NH.IM |
| Newcastle ... | 10 38 | 11 35 | |
| York ... | 1 28 | 1 33 | |
| Leeds ... | 2 6 | 2†15 | |
| Neville Hill ... | 2†25 | 4†35 | { SX SL.5 |
| | | | { SO NH.28L |
| | | | { SX NH.26L |
| | | | { SO NH.24L |
| Leeds ... | 4†45 | 5 0 | YK.2M |
| York ... | 5 34 | 6 0 | |
| Newcastle ... | 7 51 | 8†1 | |
| S.B.S. ... | 8†11 | | 110 MSO |

Works 107 next day.

Unit So.G. 110. 2 Cars MSO.

Work as for Unit 108.

DIESEL DRIVERS' WORKING.**GATESHEAD—MONDAYS TO FRIDAYS.****GD.1. Diesel Driver.**

Relieve HN.I Driver.

| | | | a.m. | Unit |
|-------------------------------|-------------------|-----|-------|---------|
| 7 43 | Newcastle ... | ... | 7 0 | So.G.60 |
| | Hexham ... | ... | 7 57 | |
| 8 43 | Newcastle ... | ... | | |
| | (Break) | | | |
| | Newcastle ... | ... | 10 13 | So.G.77 |
| 11 35 | Middlesbrough ... | ... | 11 38 | Ety. |
| 11 41 | Sidings ... | ... | 12 30 | Ety. |
| 12 33 | Middlesbrough ... | ... | 12 36 | So.G.76 |
| 1 59 | Newcastle ... | ... | | |
| Driver sign on ... 6 30 a.m. | | | | |
| Driver sign off ... 2 30 p.m. | | | | |
| Hours ... 8 0 | | | | |

GD.2. Diesel Driver.

| | | | a.m. | Unit |
|-------|---------------|-----|-------|-------------|
| | Newcastle ... | ... | 11 50 | So.G.51 |
| 12 35 | Hexham ... | ... | 12 57 | So.G.56 |
| 2 8 | Carlisle ... | ... | 2 20 | |
| 3 43 | Newcastle ... | ... | | |
| | (Break) | | | |
| | Newcastle ... | ... | 4 27 | So.G.50, 54 |
| 5 5 | Hexham ... | ... | 5 32 | So.G.59 |
| 6 7 | Newcastle ... | ... | | |

Work as required.

Driver sign on ... 11 15 a.m.

Driver sign off ... 7 15 p.m.

Hours ... 8 0

GD.3. Diesel Driver.

| | | | p.m. | Unit |
|------|-------------------|-----|------|-------------|
| | Newcastle ... | ... | 1 13 | So.G.74 |
| 2 35 | Middlesbrough ... | ... | 2 38 | Ety. |
| 2 41 | Sidings ... | ... | 3 30 | Ety. |
| 3 33 | Middlesbrough ... | ... | 3 36 | So.G.74, 75 |
| 4 59 | Newcastle ... | ... | | |
| | (Break) | | | |
| | Newcastle ... | ... | 5 29 | So.G.96, 97 |
| 5 59 | Sunderland ... | ... | 6 8 | Q |
| 6 32 | Newcastle ... | ... | 6 40 | Ety. Q |
| 7 5 | Sunderland ... | ... | | |

Home passenger per 7-36 p.m. ex Sunderland.

Home passenger per 6-36 p.m. ex Sunderland if Q train does not run.

Driver sign on ... 12 43 p.m.

Driver sign off ... 8 43 p.m.

Hours ... 8 0

GD.4. Diesel Driver.

| | | | p.m. | Unit |
|--------------------------------|-----------------|-----|------|---------|
| | Newcastle ... | ... | 2 55 | So.G.51 |
| 3 40 | Hexham ... | ... | 4 5 | |
| 4 50 | Newcastle ... | ... | 5 2 | So.G.58 |
| 5 45 | Hexham ... | ... | 5 55 | |
| 6 42 | Newcastle ... | ... | | |
| | (Break) | | | |
| | Newcastle ... | ... | 7 20 | So.G.51 |
| 8 35 | Haltwhistle ... | ... | 8 45 | |
| 9 55 | Newcastle ... | ... | | |
| Driver sign on ... 2 25 p.m. | | | | |
| Driver sign off ... 10 25 p.m. | | | | |
| Hours ... 8 0 | | | | |

GD.5. Diesel Driver.

| | | | p.m. | Unit |
|--------------------------------|-------------------|-----|-------|---------|
| | Newcastle ... | ... | 4 50 | So.G.73 |
| 6 19 | Middlesbrough ... | ... | 6 22 | Ety. |
| 6 25 | Sidings ... | ... | 6 30 | Ety. |
| 6 33 | Middlesbrough ... | ... | 6 36 | |
| 7 59 | Newcastle ... | ... | | |
| | (Break) | | | |
| | Newcastle ... | ... | 9 10 | So.G.54 |
| 9 54 | Hexham ... | ... | 10 25 | |
| 11 9 | Newcastle ... | ... | | |
| Driver sign on ... 4 20 p.m. | | | | |
| Driver sign off ... 11 39 p.m. | | | | |
| Hours ... 7 19 | | | | |

DIESEL DRIVERS' WORKING. **GATESHEAD—SATURDAYS.**

GD.1. Diesel Driver.

| | | a.m. | Unit. |
|--------------------------|---------------------|-----------|-------------|
| 7 43 | Newcastle ... | 7 0 | So.G.60 |
| 8 43 | Hexham ... | 7 57 | |
| | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 10 13 | So.G.77 |
| 11 35 | Middlesbrough ... | 11 38 | Ety. |
| 11 41 | Sidings ... | 12 30 | Ety. |
| 12 32 | Middlesbrough ... | 12 36 | So.G.75, 77 |
| 1 56 | Gateshead E. ... | | |
| Relieved by GD.3 Driver. | | | |
| | Driver sign on ... | 6 20 a.m. | |
| | Driver sign off ... | 2 11 p.m. | |
| | Hours ... | 7 51 | |

GD.2. Diesel Driver.

| | | a.m. | Unit. |
|-------|---------------------|-----------|--------------|
| 10 15 | Newcastle ... | 10 5 | Ety. So.G.51 |
| 12 4 | Scotswood B.S. ... | 11 54 | Ety. So.G.59 |
| | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 1 13 | So.G.73, 74 |
| 2 35 | Middlesbrough ... | 2 38 | |
| 2 41 | Sidings ... | 3 30 | Ety. |
| 3 33 | Middlesbrough ... | 3 36 | |
| 4 59 | Newcastle ... | | |
| | Driver sign on ... | 9 35 a.m. | |
| | Driver sign off ... | 5 29 p.m. | |
| | Hours ... | 7 54 | |

GD.3. Diesel Driver.

| | | p.m. | Unit. |
|------|----------------------|-----------|-------------|
| | Relieve GD.1 Driver. | | |
| | Gateshead E. ... | 1 56 | So.G.75, 77 |
| 1 59 | Newcastle ... | | |
| | Newcastle ... | 2 20 | So.G.58, |
| 3 57 | Carlisle ... | | |
| | (Break) | | |
| | Carlisle ... | 5 25 | So.G.57 |
| 6 33 | Hexham ... | | |
| | Hexham ... | 8 10 | So.G.50, 51 |
| 8 56 | Newcastle ... | | |
| | Driver sign on ... | 1 35 p.m. | |
| | Driver sign off ... | 9 27 p.m. | |
| | Hours ... | 7 47 | |

GD.4. Diesel Driver.

| | | p.m. | Unit. |
|------|---------------------|------------|-------------|
| 6 19 | Newcastle ... | 4 50 | So.G.76 |
| 7 59 | Middlesbrough ... | 6 36 | |
| | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 9 10 | So.G.50, 51 |
| 9 54 | Hexham ... | 10 25 | |
| 11 9 | Newcastle ... | | |
| | Driver sign on ... | 4 10 p.m. | |
| | Driver sign off ... | 11 39 p.m. | |
| | Hours ... | 7 29 | |

GD.5. Diesel Driver.

| | | p.m. | Unit. |
|-------|---|------------|-------------|
| 5 59 | Newcastle ... | 5 29 | So.G.94, 95 |
| 6 55 | Sunderland ... | 6 18 | So.G.101 |
| 8 2 | Durham ... | 7 32 | |
| | Sunderland ... | | |
| | (Break) | | |
| | Relieve Su.17 Driver on arrival 9-25 p.m. | | |
| | Sunderland ... | 10 7 | So.G.100 |
| 10 35 | Durham ... | | |
| | Home passenger per 10-54 p.m. ex Durham. | | |
| | Driver sign on ... | 4 59 p.m. | |
| | Driver sign off ... | 11 45 p.m. | |
| | Hours ... | 6 46 | |

DIESEL DRIVERS' WORKING GATESHEAD—SUNDAYS.

GD.1. Diesel Driver.

| | | | | | |
|-------------------------------|-----------|-----|-----|-------|-------------|
| | Newcastle | ... | ... | a.m. | Unit. |
| | | | | 9 0 | So.G.52 |
| 9 43 | Hexham | ... | ... | 10 0 | So.G.52, 53 |
| 10 45 | Newcastle | ... | ... | | |
| | (Break) | | | | |
| | Newcastle | ... | ... | 12 20 | |
| 1 3 | Hexham | ... | ... | 1 20 | |
| 2 5 | Newcastle | ... | ... | | |
| Driver sign on ... 8 30 a.m. | | | | | |
| Driver sign off ... 2 25 p.m. | | | | | |
| Hours | ... | 6 | 5 | | |

GD.4. Diesel Driver.

Relieve GD.5 Driver and work:—

| | | | | | |
|-------------------------------|---------------|-----|-----|------|---------|
| | Newcastle | ... | ... | p.m. | Unit. |
| | | | | 2 15 | So.G.72 |
| 3 35 | Middlesbrough | ... | ... | 3 38 | Ety. |
| 3 41 | Sidings | ... | ... | | |
| | (Break) | | | | |
| | Sidings | ... | ... | 4 30 | Ety. |
| 4 33 | Middlesbrough | ... | ... | 4 36 | |
| 5 59 | Newcastle | ... | ... | | |
| Driver sign on ...*12 45 p.m. | | | | | |
| Driver sign off ... 6 30 p.m. | | | | | |
| Hours | ... | 5 | 45 | | |

GD.2. Diesel Driver.

Take charge at 1-10 p.m.

| | | | | | |
|-------------------------------|---------------|-----|-----|------|-------------|
| | Newcastle | ... | ... | p.m. | Unit. |
| | | | | 1 30 | So.G.50, 51 |
| 2 13 | Hexham | ... | ... | 2 30 | |
| 3 15 | Newcastle | ... | ... | | |
| | (Break) | | | | |
| | Newcastle | ... | ... | 4 13 | So.G.71 |
| 5 35 | Middlesbrough | ... | ... | 5 38 | Ety. |
| 5 41 | Sidings | ... | ... | 6 30 | Ety. |
| 6 33 | Middlesbrough | ... | ... | 6 36 | |
| 7 58 | Newcastle | ... | ... | | |
| Driver sign on ...*12 40 p.m. | | | | | |
| Driver sign off ... 8 30 p.m. | | | | | |
| Hours | ... | 7 | 50 | | |

GD.3. Diesel Driver.

Relieve HN.1 Driver.

| | | | | | |
|--|------------|-----|-----|------|-------------|
| | Newcastle | ... | ... | p.m. | Unit. |
| | | | | 1 10 | So.G.72 |
| 1 30 | Sunderland | ... | ... | 1 42 | |
| 2 6 | Newcastle | ... | ... | | |
| | Newcastle | ... | ... | 3 38 | Ety. |
| 3 54 | Wylam | ... | ... | 4 6 | So.G.50, 51 |
| 4 28 | Newcastle | ... | ... | 4 40 | Ety. |
| 4 50 | S.B.S. | ... | ... | | |
| | (Break) | | | | |
| Home passenger per 5-54 p.m. ex Blaydon. | | | | | |
| Driver sign on ... 12 40 p.m. | | | | | |
| Driver sign off ... 6 35 p.m. | | | | | |
| Hours | ... | 5 | 55 | | |

GD.5. Diesel Driver.

| | | | | | |
|--------------------------------|-----------|-----|-----|------|-------------|
| | Newcastle | ... | ... | p.m. | Unit. |
| | | | | 3 20 | So.G.52, 53 |
| 4 3 | Hexham | ... | ... | 4 20 | |
| 5 5 | Newcastle | ... | ... | | |
| | (Break) | | | | |
| | Newcastle | ... | ... | 6 20 | So.G.60 |
| 7 58 | Carlisle | ... | ... | 8 15 | |
| 9 56 | Newcastle | ... | ... | | |
| Driver sign on ... 2 40 p.m. | | | | | |
| Driver sign off ... 10 26 p.m. | | | | | |
| Hours | ... | 7 | 46 | | |

DIESEL DRIVERS' WORKINGHEATON—MONDAYS TO FRIDAYS.

HN.1. Diesel Driver.

| | | | | | |
|------|----------------------------|-----|------------|------|-------------|
| | Gosforth Sheds | ... | a.m. | | Unit. |
| 3 53 | S.B.S. | ... | 3 30 | Ety. | Ferry |
| | Prepare units as required. | | | | |
| | S.B.S. | ... | 5 15 | Ety. | So.G.51, 58 |
| 5 25 | Newcastle | ... | 5 50 | | So.G.51 |
| 5 59 | Blaydon | ... | | | |
| | Relieved by BN.3 Driver | | | | |
| | S.B.S. | ... | 6 37 | Ety. | So.G.57, 60 |
| 6 47 | Newcastle | ... | | | |
| | Relieved by GD.1 Driver. | | | | |
| | (Break) | | | | |
| | Newcastle | ... | 8 13 | | So.G.73, 74 |
| 8 33 | Sunderland | ... | | | |
| | Relieved by HN.4 Driver. | | | | |
| | Sunderland | ... | 9 0 | | So.G.101 |
| 9 30 | Newcastle | ... | 9 37 | Ety. | |
| 9 50 | Gosforth Sheds | ... | | | |
| | Work as required. | | | | |
| | Driver sign on | ... | 3 15 a.m. | | |
| | Driver sign off | ... | 11 15 a.m. | | |
| | Hours | ... | 8 0 | | |

HN.2. Diesel Driver.

| | | | | | |
|------|-------------------|-----|------------|------|-------------|
| | Gosforth Sheds | ... | a.m. | | Unit. |
| 4 53 | Newcastle | ... | 4 40 | Ety. | So.G.73 |
| 5 39 | Sunderland | ... | 5 15 | | |
| 7 0 | Penshaw | ... | 6 50 | Ety. | |
| 7 27 | Sunderland | ... | 7 11 | | |
| 7 57 | Newcastle | ... | 7 29 | | |
| | (Break) | | | | |
| | Newcastle | ... | 8 42 | Ety. | So.G.96, 97 |
| | via S.W.C. | ... | | | |
| 9 2 | Gosforth Sheds | ... | | | |
| | Work as required. | | | | |
| | Driver sign on | ... | 4 25 a.m. | | |
| | Driver sign off | ... | 12 25 p.m. | | |
| | Hours | ... | 8 0 | | |

HN.3. Diesel Driver.

| | | | | | |
|-------|--|-----|------------|------|-------------|
| | Gosforth Sheds | ... | a.m. | | Unit. |
| 4 53 | Newcastle | ... | 4 40 | Ety. | So.G.73 |
| 7 30 | Middlesbrough | ... | 5 52 | | So.G.77 |
| | Relieved by TY.3 Driver. | | 7 35 | | |
| | (Break) | | | | |
| | Sidings | ... | 9 30 | Ety. | So.G.71, 72 |
| | Middlesbrough | ... | 9 36 | | |
| 10 59 | Newcastle | ... | | | |
| | Passenger to Gosforth Shed and work as required. | | | | |
| | Driver sign on | ... | 4 25 a.m. | | |
| | Driver sign off | ... | 12 25 p.m. | | |
| | Hours | ... | 8 0 | | |

HN.4. Diesel Driver.

| | | | | | |
|-------|---------------------|-----|------------|------|-------------------|
| | Gosforth Sheds | ... | a.m. | | Unit. |
| | | ... | 5 20 | Ety. | So.G.77, 104, 105 |
| 5 33 | Newcastle | ... | 6 35 | | So.G.104, 105 |
| 7 4 | Sunderland | ... | | | |
| | (Break) | | | | |
| | Relieve HN.1 Driver | | | | |
| 8 33 | Sunderland | ... | 8 35 | | So.G.73, 74 |
| 9 35 | Middlesbrough | ... | 9 38 | Ety. | |
| 9 41 | Sidings | ... | 10 30 | Ety. | So.G.73 |
| 10 33 | Middlesbrough | ... | 10 36 | | |
| 11 59 | Newcastle | ... | | | |
| | Newcastle | ... | 12 10 | Ety. | So.G.80 |
| 12 23 | Gosforth Sheds | ... | | | |
| | Driver sign on | ... | * 5 0 a.m. | | |
| | Driver sign off | ... | 1 0 p.m. | | |
| | Hours | ... | 8 0 | | |

HN.5. Diesel Driver.

| | | | | | |
|-------|------------------------------|-----|-----------|------|-------------|
| | Gosforth Sheds | ... | a.m. | | Unit. |
| 6 45 | Newcastle | ... | 6 32 | Ety. | So.G.71, 72 |
| 8 29 | Middlesbrough | ... | 7 0 | | |
| 8 36 | Sidings | ... | 8 33 | Ety. | |
| | (Break) | | | | |
| | Work as required. | | | | |
| | Sidings | ... | 11 30 | Ety. | So.G.74 |
| 11 33 | Middlesbrough | ... | 11 36 | | |
| 12 59 | Newcastle | ... | | | |
| | Passenger to Gosforth Sheds. | | | | |
| | Driver sign on | ... | 6 17 a.m. | | |
| | Driver sign off | ... | 2 17 p.m. | | |
| | Hours | ... | 8 0 | | |

HN.6. Diesel Driver.

| | | | | | |
|------|--------------------------|-----|-------------|------|-------------|
| | Gosforth Sheds | ... | p.m. | | Unit. |
| 1 53 | Newcastle | ... | 1 40 | Ety. | So.G.80 |
| | Relieved by AL.3 Driver. | | | | |
| | Newcastle | ... | 2 16 | | So.G.76 |
| 3 35 | Middlesbrough | ... | 3 38 | Ety. | |
| 3 41 | Sidings | ... | | | |
| | (Break) | | | | |
| | Sidings | ... | 4 30 | Ety. | So.G.76, 77 |
| 4 33 | Middlesbrough | ... | 4 36 | | |
| 6 0 | Newcastle | ... | | | |
| | Newcastle | ... | 7 17 | Ety. | So.G.72 |
| 7 30 | Gosforth Sheds | ... | | | |
| | Work as required. | | | | |
| | Driver sign on | ... | *12 50 p.m. | | |
| | Driver sign off | ... | 8 50 p.m. | | |
| | Hours | ... | 8 0 | | |

HN.7. Diesel Driver.

| | | | | | |
|-------|-----------------|-----|------------|------|------------------|
| | Gosforth Sheds | ... | p.m. | | Unit. |
| | Newcastle | ... | 5 7 | Ety. | So.G.96, 97 |
| 5 20 | (Break) | | | | |
| | Newcastle | ... | 6 13 | | So.G.76, 77 |
| 7 35 | Middlesbrough | ... | 7 38 | Ety. | |
| 7 41 | Sidings | ... | 8 30 | Ety. | { FX So.G.74, 76 |
| | | | | | { FO So.G.76 |
| 8 33 | Middlesbrough | ... | 8 36 | | |
| 9 59 | Newcastle | ... | 10 10 | Ety. | |
| 10 23 | Gosforth Sheds | ... | | | |
| | Driver sign on | ... | *2 33 p.m. | | |
| | Driver sign off | ... | 10 33 p.m. | | |
| | Hours | ... | 8 0 | | |

DIESEL DRIVERS' WORKING.**HEATON—MONDAYS TO FRIDAYS—continued.****HN.8. Diesel Driver.**

Work as required at Shed.

Passenger per 6-40 p.m. ex South Gosforth.

| | | p.m. | Unit. |
|--------------------------------|--------------------|------------|---------|
| 8 35 | Newcastle ... | 7 13 | So.G.71 |
| 8 40 | Middlesbrough ... | 8 37 Ety. | |
| | Sidings ... | | |
| | (Break) | | |
| 9 43 | Sidings ... | 9 40 Ety. | |
| 11 13 | Middlesbrough ... | 9 46 | |
| 11 43 | Newcastle ... | 11 30 Ety. | |
| 11 43 | Gosforth Sheds ... | | |
| Driver sign on * 5 45 p.m. | | | |
| Driver sign off ... 11 53 p.m. | | | |
| Hours | ... | 6 8 | |

HN.9. Diesel Driver.

| | | a.m. | Unit |
|-------|-------------------|------------|-------------|
| 5 50 | Gosforth Shed ... | 5 30 Ety. | So.G.87, 88 |
| 6 30 | Newsham ... | 6 26 | So.G.86 |
| 7 23 | Blyth ... | 7 18 | |
| 7 36 | Newsham ... | 7 32 | |
| 7 55 | Blyth ... | 7 50 | |
| 8 4 | Newsham ... | 8 0 | |
| 8 17 | Blyth ... | 8 12 | |
| 8 29 | Newsham ... | 8 25 | |
| 8 52 | Blyth ... | 8 47 | |
| 9 1 | Newsham ... | 8 57 | |
| | (Break) | | |
| 9 40 | Blyth ... | 9 35 | |
| 9 45 | Newsham ... | 9 41 Ety. | |
| 10 31 | Blyth ... | 9 57 | |
| 10 52 | Manors ... | 10 42 Ety. | |
| 10 52 | Gosforth Shed ... | | |

Work as required.

Driver sign on ... 5 15 a.m.
Driver sign off ... 1 15 p.m.

Hours ... 8 0

HN.10. Diesel Driver.

| | | p.m. | Unit |
|--------------------------------|-------------------|------------|-------------|
| 3 20 | Gosforth Shed ... | 3 10 Ety. | So.G.86 |
| 4 27 | Manors ... | 3 55 | So.G.85 |
| 5 12 | Blyth ... | 5 7 | |
| 5 20 | Newsham ... | 5 16 | |
| 5 29 | Blyth ... | 5 24 | |
| 5 38 | Newsham ... | 5 34 | |
| | Blyth ... | | |
| | (Break) | | |
| 7 42 | Blyth ... | 7 25 | So.G.87, 88 |
| 8 38 | Monkseaton ... | 8 3 | |
| 10 0 | Newbiggin ... | 9 15 | |
| 10 28 | Manors ... | 10 18 Ety. | |
| 10 28 | Gosforth Shed ... | | |
| Driver sign on ... 2 55 p.m. | | | |
| Driver sign off ... 10 38 p.m. | | | |
| Hours | ... | 7 43 | |

HN.11. Diesel Driver.

| | | a.m. | Unit |
|--------------------------------|-------------------|--------------|---------|
| 4 9 | Gosforth Shed ... | 3 56 | So.G.89 |
| | Newcastle ... | 4 30 | |
| | Via Leamside | | |
| 5 13 | Durham ... | 5 35 | |
| 6 4 | Bp. Auckland ... | 6 10 | |
| 6 33 | Darlington ... | | |
| | (Break) | | |
| 8 38 | Darlington ... | 7 40 | |
| 9 17 | Newcastle ... | 8 57 Ety.SWC | |
| 9 17 | Gosforth Shed ... | | |
| Work as required. | | | |
| Driver sign on ... 3 41 a.m. | | | |
| Driver sign off ... 11 41 a.m. | | | |
| Hours | ... | 8 0 | |

HN.12. Diesel Driver.

| | | a.m. | Unit |
|--|-------------------|-----------|---------|
| 4 9 | Gosforth Shed ... | 3 56 Ety. | So.G.89 |
| | Newcastle ... | 4 30 | |
| | Via Leamside | | |
| 5 13 | Durham ... | | |
| | (Break) | | |
| 7 9 | Durham ... | 6 35 | So.G.95 |
| 7 54 | Sunderland ... | 7 33 | |
| 8 24 | So. Shields ... | 8 3 | |
| 8 24 | Sunderland ... | | |
| Relieved by Su.9 Driver. | | | |
| Passenger per 8-29 a.m. to Newcastle | | | |
| | Newcastle ... | 9 37 Ety. | So.G.61 |
| 9 47 | S.B.S. ... | | |
| Home passenger per 10-0 a.m. Empty to Gosforth Shed. | | | |
| Driver sign on * 2 50 a.m. | | | |
| Driver sign off ... 10 50 a.m. | | | |
| Hours | ... | 8 0 | |

HN.13. Diesel Driver.

As required.

| | | p.m. | Unit |
|---|-------------------|-----------|----------|
| 2 23 | Gosforth Shed ... | 2 10 | So.G.101 |
| | Newcastle ... | | |
| As passenger per 2-45 p.m. to Sunderland. | | | |
| | (Break) | | |
| 4 27 | Sunderland ... | 4 10 Ety. | So.G.100 |
| 5 5 | Pelaw ... | 4 54 | |
| 5 52 | Washington ... | 5 30 | |
| 6 25 | Newcastle ... | 6 12 Ety. | |
| 6 25 | Gosforth Shed ... | | |
| Work as required. | | | |
| Driver sign on * 12 15 p.m. | | | |
| Driver sign off ... 8 15 p.m. | | | |
| Hours | ... | 8 0 | |

HN.14. Diesel Driver.

| | | p.m. | Unit |
|--|-------------------|------------|---------|
| 4 35 | Gosforth Shed ... | 4 25 Ety. | So.G.89 |
| 6 16 | Manors ... | 5 20 | |
| 7 33 | Newbiggin ... | 6 42 | |
| 7 58 | Newcastle ... | 7 45 Ety. | |
| 7 58 | Gosforth Shed ... | | |
| | (Break) | | |
| Work as required. | | | |
| Passenger per 10-2 p.m. ex So. Gosforth. | | | |
| | Newcastle ... | 10 42 Ety. | So.G.94 |
| 10 55 | Gosforth Shed ... | | |
| Driver sign on ... 4 10 p.m. | | | |
| Driver sign off ... 11 5 p.m. | | | |
| Hours | ... | 6 55 | |

Relief Diesel Driver.

| | | a.m. | Unit |
|------|--------------------|-----------|-------|
| 3 53 | Gosforth Sheds ... | 3 30 Ety. | Ferry |
| | S.B.S. ... | | |

DIESEL DRIVERS' WORKING.**HEATON—SATURDAYS.****HN.1. Diesel Driver.**

Work as required.

| | | a.m. | Ety. | Unit. |
|--|---------------------|------------------|------|-------------|
| 3 53 | Gosforth Shed ... | 3 30 | | Ferry |
| | S.B.S. ... | | | |
| Prepare units as required (Break) | | | | |
| | S.B.S. ... | 5 15 | Ety. | So.G.51, 58 |
| 5 25 | Newcastle ... | 5 50 | | So.G.51 |
| 6 37 | Hexham ... | 6 50 | | |
| 7 37 | Newcastle ... | 7 50 | | |
| 8 0 | Blaydon ... | | | |
| Home passenger per 8-31 a.m. ex Blaydon and 9-5 a.m. ex Newcastle. | | | | |
| | Driver sign on ...* | 1 38 a.m. | | |
| | Driver sign off ... | 9 38 a.m. | | |
| | Hours ... | 8 0 | | |

HN.2. Diesel Driver.

| | | a.m. | Ety. | Unit |
|---|---------------------|-------------------|------|-------------|
| B 53 | Gosforth Shed ... | 3 30 | | Ferry |
| | S.B.S. ... | | | |
| P pare units as required. | | | | |
| | S.B.S. ... | 4 55 | Ety. | So.G.52, 56 |
| 5 44 | Haydon Bridge ... | 5 57 | Ety. | So.G.56 |
| 6 10 | Haltwhistle ... | | | |
| | (Break) | | | |
| | Haltwhistle ... | 6 55 | | |
| 8 5 | Newcastle ... | 9 0 | Ety. | So.G.54, 59 |
| 9 10 | S.B.S. ... | | | |
| Home passenger per 10-0 a.m. Ferry Trip, and as required. | | | | |
| | Driver sign on ... | 3 15 a.m. | | |
| | Driver sign off ... | 11 15 a.m. | | |
| | Hours ... | 8 0 | | |

HN.3. Diesel Driver.

Walk to Gosforth.

| | | a.m. | Ety. | Unit |
|----------------------|---------------------|-------------------|------|----------|
| 4 53 | Gosforth Shed ... | 4 40 | | So.G.92 |
| | Newcastle ... | 5 15 | | |
| 5 39 | Sunderland ... | 6 54 | | So.G.103 |
| 7 28 | W. Hartlepool ... | | | |
| | (Break) | | | |
| | W. Hartlepool ... | 8 15 | | |
| 8 47 | Sunderland ... | 9 0 | | |
| 9 30 | Newcastle ... | 9 37 | Ety. | |
| 9 50 | Gosforth Shed ... | | | |
| Passenger to Heaton. | | | | |
| | Driver sign on ... | 3 25 a.m. | | |
| | Driver sign off ... | 11 25 a.m. | | |
| | Hours ... | 8 0 | | |

HN.4. Diesel Driver.

| | | a.m. | Ety. | Unit |
|--|---------------------|-------------------|------|-------------|
| 4 53 | Gosforth Shed ... | 4 40 | | So.G.92 |
| | Newcastle ... | 5 52 | | So.G.77 |
| 7 30 | Middlesbrough ... | | | |
| Relieved by TY.3 Driver. (Break) | | | | |
| | Sidings ... | 9 30 | Ety. | So.G.71, 72 |
| 9 33 | Middlesbrough ... | 9 36 | | |
| 10 59 | Newcastle ... | | | |
| Work as required and passenger to Gosforth Shed. | | | | |
| | Driver sign on ... | 4 25 a.m. | | |
| | Driver sign off ... | 12 25 p.m. | | |
| | Hours ... | 8 0 | | |

HN.5. Diesel Driver.

| | | a.m. | Ety. | Unit |
|---------------------------------------|---------------------|-----------------|------|-------------|
| 5 33 | Gosforth Shed ... | 5 20 | | So.G.77 |
| | Newcastle ... | | | |
| Passenger per 5-50 a.m. to Scotswood. | | | | |
| | S.B.S. ... | 6 37 | Ety. | So.G.57, 60 |
| 6 47 | Newcastle ... | 7 0 | | So.G.71, 72 |
| 8 27 | Middlesbrough ... | 8 30 | Ety. | |
| 8 33 | Sidings ... | | | |
| | (Break) | | | |
| | Sidings ... | 10 30 | Ety. | So.G.76 |
| 10 33 | Middlesbrough ... | 10 36 | | |
| 11 59 | Newcastle ... | 12 10 | Ety. | So.G.80 |
| 12 23 | Gosforth Sheds ... | | | |
| | Driver sign on ... | 5 5 a.m. | | |
| | Driver sign off ... | 1 5 p.m. | | |
| | Hours ... | 8 0 | | |

HN.6. Diesel Driver.

| | | a.m. | Ety. | Unit |
|--------------|---------------------|------------------|------|-------------|
| 6 45 | Gosforth Shed ... | 6 32 | | So.G.71, 72 |
| | Newcastle ... | 8 13 | | So.G.76 |
| 9 35 | Middlesbrough ... | 9 38 | Ety. | |
| 9 41 | Sidings ... | | | |
| | (Break) | | | |
| | Sidings ... | 11 30 | Ety. | So.G.73, 74 |
| 11 33 | Middlesbrough ... | 11 36 | | |
| 12 59 | Newcastle ... | 1 36 | Ety. | DA.48 |
| 1 49 | Gosforth Sheds ... | | | |
| | Driver sign on ... | 6 17 a.m. | | |
| | Driver sign off ... | 2 17 p.m. | | |
| | Hours ... | 8 0 | | |

HN.7. Diesel Driver.

| | | p.m. | Ety. | Unit |
|--------------|---------------------|-------------------|------|-------------|
| 5 20 | Gosforth Shed ... | 5 7 | | So.G.94, 95 |
| | Newcastle ... | 6 13 | | So.G.75, 77 |
| 7 35 | Middlesbrough ... | 7 38 | Ety. | |
| 7 41 | Sidings ... | 8 30 | Ety. | So.G.75, 73 |
| | (Break) | | | |
| 8 33 | Middlesbrough ... | 8 36 | | |
| 10 1 | Newcastle ... | 10 10 | Ety. | |
| 10 23 | Gosforth Shed ... | | | |
| | Driver sign on ... | 4 52 p.m. | | |
| | Driver sign off ... | 10 33 p.m. | | |
| | Hours ... | 5 41 | | |

DIESEL DRIVERS' WORKING. **HEATON—SATURDAYS—continued.**

HN.8. Diesel Driver.

Work as required at Shed.

Passenger per 6-40 p.m. South Gosforth to Newcastle.

| | | p.m. | Unit |
|-------|-------------------|------------|---------|
| | Newcastle ... | 7 13 | So.G.72 |
| 8 35 | Middlesbrough ... | 8 38 Ety. | |
| 8 41 | Sidings ... | | |
| | (Break) | | |
| | Sidings ... | 9 40 Ety. | |
| 9 43 | Middlesbrough ... | 9 46 | |
| 11 13 | Newcastle ... | 11 30 Ety. | |
| 11 43 | Gosforth Shed | | |

Driver sign on ... 5 35 p.m.

Driver sign off ... 11 53 p.m.

Hours ... 6 18

HN.11. Diesel Driver.

| | | a.m. | Ety. | Unit |
|-------|--------------------|------|------|---------|
| | Gosforth Sheds ... | 5 30 | Ety. | So.G.87 |
| 5 50 | Newsham ... | 6 5 | Ety. | So.G.85 |
| 6 25 | Newbiggin ... | 7 7 | | |
| 7 40 | Monkseaton ... | 8 10 | | |
| 8 47 | Newbiggin ... | | | |
| | (Break) | | | |
| | Newbiggin ... | 9 33 | | |
| 10 30 | Manors | | | |

Work as required and passenger to Gosforth Sheds.

Driver sign on ... 5 15 a.m.

Driver sign off ... 1 15 p.m.

Hours ... 8 0

HN.9. Diesel Driver.

| | | a.m. | Ety. | Unit |
|------|------------------|-----------|------|---------|
| | Gosforth Sheds | 3 56 | Ety. | So.G.89 |
| 4 9 | Newcastle ... | 4 30 | | |
| 5 13 | Durham ... | 5 35 | | |
| 6 4 | Bp. Auckland ... | 6 10 | | |
| 6 33 | Darlington ... | | | |
| | (Break) | | | |
| | Darlington ... | 7 40 | | |
| 8 38 | Newcastle ... | 8 57 Ety. | SWC | |
| 9 17 | Gosforth Sheds | | | |

Work as required.

Driver sign on ... 3 41 a.m.

Driver sign off ... 11 41 a.m.

Hours ... 8 0

HN.12. Diesel Driver.

Passenger to Gosforth

| | | a.m. | Ety. | Unit |
|-------|-------------------|-------|------|---------|
| | Gosforth Shed ... | 8 50 | Ety. | So.G.88 |
| 9 0 | Manors ... | 9 20 | | |
| 10 20 | Newbiggin ... | 10 33 | | |
| 11 30 | Manors ... | | | |
| | (Break) | | | |
| | Manors ... | 12 20 | | |
| 1 20 | Newbiggin ... | 1 33 | | |
| 2 30 | Manors ... | | | |

Passenger to Heaton per 2-57 p.m. ex Manors.

Driver sign on ... 7 35 a.m.

Driver sign off ... 3 24 p.m.

Hours ... 7 49

HN.10. Diesel Driver.

| | | a.m. | Ety. | Unit |
|------|--------------------|-----------|--------------|---------|
| | Gosforth Sheds ... | 3 56 | Ety. | So.G.89 |
| 4 9 | Newcastle ... | 4 30 | | |
| 5 13 | Durham ... | | | |
| | (Break) | | | |
| | Durham ... | 6 35 | | So.G.95 |
| 7 9 | Sunderland ... | 7 29 | | |
| 7 57 | Newcastle ... | 8 22 Ety. | So.G.94, 95, | |
| 8 35 | Gosforth Sheds | | | |

Passenger per 8-57 a.m. ex So. Gosforth

| | | | |
|------|---------------|-----------|---------|
| | Newcastle ... | 9 37 Ety. | So.G.61 |
| 9 47 | S.B.S. ... | | |

Home passenger per 10-0 a.m. Ferry.

Driver sign on ...* 2 50 a.m.

Driver sign off ... 10 50 a.m.

Hours ... 8 0

HN.13. Diesel Driver.

Passenger to Gosforth Shed.

| | | a.m. | Ety. | Unit |
|-------|-------------------|-------|------|---------|
| | Gosforth Shed ... | 9 48 | Ety. | So.G.89 |
| 9 58 | Manors ... | 10 20 | | |
| 11 20 | Newbiggin ... | 11 33 | | |
| 12 30 | Manors ... | | | |
| | (Break) | | | |
| | Manors ... | 1 20 | | |
| 2 20 | Newbiggin ... | 2 33 | | |
| 3 30 | Manors ... | | | |

Passenger to Heaton per 3-57 p.m. ex Manors.

Driver sign on ... 8 33 a.m.

Driver sign off ... 4 24 p.m.

Hours ... 7 51

DIESEL DRIVERS' WORKING. **HEATON—SATURDAYS—continued.**

HN.14. Diesel Driver.

Passenger per 10-52 a.m. ex Heaton

| | | a.m. | Unit |
|-------|---------------|-------|---------|
| | Manors ... | 11 20 | So.G.85 |
| 12 20 | Newbiggin ... | 12 33 | |
| 1 30 | Manors ... | | |
| | (Break) | | |
| | Manors ... | 2 20 | |
| 3 20 | Newbiggin ... | 3 33 | |
| 4 30 | Manors ... | | |

Passenger to Heaton per 4-57 p.m. ex Manors.

Driver sign on ... 10 32 a.m.

Driver sign off ... 5 24 p.m.

Hours ... 6 52

HN.17. Diesel Driver.

Passenger per 5-37 p.m. ex South Gosforth.

| | | p.m. | Unit |
|-------|-------------------|------|---------|
| | Manors ... | 6 20 | So.G.88 |
| 7 20 | Newbiggin ... | 7 33 | |
| 8 30 | Manors ... | | |
| | (Break) | | |
| | Manors ... | 9 55 | So.G.89 |
| 10 55 | Newbiggin ... | 11 5 | |
| 11 58 | Newcastle ... | 12 3 | Ety. |
| 12 16 | Gosforth Shed ... | | |

Driver sign on ... 5 12 p.m.

Driver sign off ... 12 26 a.m.

Hours ... 7 14

HN.15. Diesel Driver.

| | | p.m. | Unit |
|------|-------------------|------|---------|
| | Gosforth Shed ... | 2 10 | So.G.99 |
| 2 23 | Newcastle ... | | |

Passenger per 2-35 p.m. to Manors

| | | | |
|------|---------------|------|---------|
| | Manors ... | 3 20 | So.G.88 |
| 4 20 | Newbiggin ... | 4 33 | |
| 5 30 | Manors ... | | |
| | (Break) | | |

Work as required at Newcastle or Gosforth Shed.

Driver sign on ... 1 55 p.m.

Driver sign off ... 9 47 p.m.

Hours ... 7 52

HN.18. Diesel Driver.

Passenger per 6-40 p.m. ex So. Gosforth.

| | | p.m. | Unit |
|-------|--------------------|-------|-------------|
| | Manors ... | 7 20 | So.G.89 |
| 8 20 | Newbiggin ... | 8 33 | |
| 9 30 | Manors ... | | |
| | (Break) | | |
| | Manors ... | 10 55 | So.G.85, 86 |
| 11 55 | Newbiggin ... | 12 1 | |
| 12 41 | Gosforth Sheds ... | | |

Driver sign on ... 6 15 p.m.

Driver sign off ... 12 51 a.m.

Hours ... 6 36

HN.16. Diesel Driver.

Passenger per 3-57 p.m. ex South Gosforth.

| | | p.m. | Unit |
|------|---------------|------|---------|
| | Manors ... | 4 20 | So.G.89 |
| 5 20 | Newbiggin ... | 5 33 | |
| 6 30 | Manors ... | | |

Passenger per 6-55 p.m. to Newcastle.

| | | | |
|------|--------------------|------|---------|
| | Newcastle ... | 7 17 | So.G.71 |
| 7 30 | Gosforth Sheds ... | | |
| | (Break) | | |

Passenger per 8-32 p.m. to Manors.

| | | | |
|------|----------------|------|---------|
| | Manors ... | 8 57 | So.G.88 |
| 9 13 | Monkseaton ... | 9 25 | |
| 9 43 | Manors ... | | So.G.86 |

Passenger per 9-55 p.m. to Newcastle.

| | | | |
|-------|--------------------|-------|---------|
| | Newcastle ... | 10 37 | So.G.93 |
| 10 50 | Gosforth Sheds ... | | |

Driver sign on ... 3 32 p.m.

Driver sign off ... 11 0 p.m.

Hours ... 7 28

Relief Diesel Driver.

| | | p.m. | Unit |
|------|--------------------|------|---------|
| | Gosforth Sheds ... | 1 40 | So.G.80 |
| 1 53 | Newcastle ... | | |

DIESEL DRIVERS' WORKING.**HEATON—SUNDAYS.****HN.1. Diesel Driver.**

| | | a.m. | | Unit |
|-------|-----------------|------|-------|------|
| | Gosforth Shed | ... | 6 57 | Ety. |
| 7 10 | Newcastle ... | ... | 7 35 | |
| 9 8 | Middlesbrough | ... | 9 11 | Ety. |
| 9 14 | Sidings (Break) | ... | 11 30 | Ety. |
| 11 33 | Middlesbrough | ... | 11 36 | |
| 12 59 | Newcastle ... | ... | | |

Unit
So.G.72

Relieved by GD.5 Driver.

Passenger per 1-5 p.m. ex Newcastle to Gosforth.

Driver sign on ... 6 42 a.m.

Driver sign off ... 1 38 p.m.

Hours ... 6 56

HN.2. Diesel Driver.

Work as required.

Passenger per 7-17 p.m. ex So. Gosforth.

| | (Break) | p.m. | | Unit |
|-------|---------------|------|-------|------|
| | Newcastle ... | ... | 8 15 | |
| 9 35 | Middlesbrough | ... | 9 38 | Ety. |
| 9 41 | Sidings | ... | 10 0 | Ety. |
| 10 3 | Middlesbrough | ... | 10 6 | |
| 11 29 | Newcastle | ... | 11 42 | Ety. |
| 11 55 | Gosforth Shed | ... | | |

Unit
So.G.71

Driver sign on * 4 30 p.m.

Driver sign off ... 12 5 a.m.

Hours ... 7 35

DIESEL DRIVERS' WORKING. BLAYDON—MONDAYS TO FRIDAYS.

BN.1. Driver.

Double man with BN.2 driver.

| | | | | | | |
|-------------------------|----------------|-----|-----------|------|----|---------------------|
| 5 30 | Scotswood B.S. | ... | a.m. 4 55 | Ety. | MO | Unit So.G.53, 56 |
| 6 0 | Hexham | ... | 5 32 | Ety. | | |
| 5 30 | Scotswood B.S. | ... | 4 55 | Ety. | MX | So.G.52, 56 |
| 5 44 | Hexham | ... | 5 32 | Ety. | | |
| 5 44 | Haydon Bridge | ... | 5 57 | Ety. | | |
| 6 10 | Haltwhistle | ... | | | | So.G.56 |
| MX prepare Unit No. 53. | | | | | | |
| 7 0 | Haltwhistle | ... | 6 30 | | | So.G.53 |
| 7 40 | Alston | ... | 7 5 | | | |
| | Haltwhistle | ... | | | | |
| | (Break) | | | | | |
| 8 48 | Haltwhistle | ... | 8 13 | | | So.G.53 |
| 9 30 | Alston | ... | 8 55 | | | |
| | Haltwhistle | ... | | | | |

Passenger per 9-45 a.m. ex Haltwhistle and 11-10 a.m. ex Hexham to Blaydon.

Driver sign on ... 4 25 a.m.

Driver sign off ... 12 25 p.m.

Hours ... 8 0

BN.2. Diesel Driver.

| | | | a.m. | | Unit |
|------------|----------------|-----|------|------|-----------------|
| 5 30 | Scotswood B.S. | ... | 4 55 | Ety. | MO |
| 6 0 | Hexham | ... | 5 32 | Ety. | |
| | Haltwhistle | ... | | | So.G.53, 56 |
| 5 30 | Scotswood B.S. | ... | 4 55 | Ety. | So.G.52, 56 |
| 5 44 | Hexham | ... | 5 32 | Ety. | |
| | Haydon Bridge | ... | | | MX |
| Divide set | | | | | |
| | Haydon Bridge | ... | 5 57 | Ety. | So.G.56 |
| 6 10 | Haltwhistle | ... | | | |
| | Haltwhistle | ... | | | So.G.56 |
| 8 5 | Newcastle | ... | 6 55 | | |
| | (Break) | | | | |
| | Newcastle | ... | 9 0 | Ety. | So.G.50, 54, 59 |
| 9 10 | Scotswood B.S. | ... | 10 0 | Ety. | |
| 10 23 | Gosforth Shed | ... | 11 0 | Ety. | Ferry |
| 11 23 | Scotswood B.S. | ... | | | Ferry |

BN.1 Driver works as second man 4-55 a.m. to 6-10 a.m.

Driver sign on ... 4 25 a.m.

Driver sign off ... 12 25 p.m.

Hours ... 8 0

BN.3. Diesel Driver.

| | | | | | | |
|-------|-----------|-----|-----------|--|--|-----------------|
| 6 37 | Blaydon | ... | a.m. 5 59 | | | Unit So.G.51 |
| 7 37 | Hexham | ... | 6 50 | | | |
| 8 40 | Newcastle | ... | 7 50 | | | |
| | Hexham | ... | | | | |
| | (Break) | | | | | |
| 11 54 | Hexham | ... | 11 10 | | | So.G.56 |
| 12 28 | Newcastle | ... | 12 20 | | | |
| | Blaydon | ... | | | | |

Relieved by BN.6.

Driver sign on * 4 55 a.m.

Driver sign off ... 12 55 p.m.

Hours ... 8 0

BN.4. Diesel Driver.

| | | | | | | |
|--------------------------|------------|-----|-----------|------|----|------------------|
| | S.B.S. | ... | a.m. 6 45 | Ety. | FX | Unit So.G.107 |
| 6 55 | Newcastle | ... | 7 20 | | | |
| 8 21 | Darlington | ... | | | FO | So.G.107, 109 |
| Relieved by DA.31 Driver | | | | | | |
| | (Break) | | | | | |
| Relieve NH.1M Driver | | | | | | |
| 9 42 | Darlington | ... | 9 44 | | MX | So.G.108 |
| 10 38 | Newcastle | ... | | | | |
| | S.B.S. | ... | 12 14 | Ety. | MO | So.G.108, 110 |
| 12 24 | Newcastle | ... | | | | So.G.61 |

Passenger per 11-20 a.m. to Scotswood

S.B.S. ... 12 14 Ety.

Work as required.

Driver sign on ... 6 0 a.m.

Driver sign off ... 2 0 p.m.

Hours ... 8 0

BN.5. Diesel Driver.

Passenger per 7-56 a.m. ex Scotswood.

| | | | | | | |
|---------------------------------|-----------------|-----|-----------|------|--|-----------------|
| 10 26 | Newcastle | ... | a.m. 8 20 | | | Unit So.G.52 |
| | Carlisle | ... | | | | |
| | (Break) | | | | | |
| 12 38 | Carlisle | ... | 11 0 | | | So.G.52, 60 |
| 1 0 | Newcastle | ... | 12 50 | Ety. | | |
| | Scotswood B.S. | ... | | | | So.G.50, 54, 59 |
| Work to orders of LSM, Blaydon. | | | | | | |
| | Driver sign on | * | 7 27 a.m. | | | |
| | Driver sign off | ... | 3 27 p.m. | | | |
| | Hours | ... | 8 0 | | | |

BN.6. Diesel Driver.

| | | | | | | |
|--|-----------------|-----|------------|--|--|-----------------|
| 12 55 | Blaydon | ... | p.m. 12 28 | | | Unit So.G.56 |
| 1 54 | Hexham | ... | 1 10 | | | So.G.51 |
| 3 57 | Newcastle | ... | 2 20 | | | So.G.59 |
| | Carlisle | ... | | | | |
| | (Break) | | | | | |
| 7 5 | Carlisle | ... | 5 25 | | | So.G.57 |
| | Newcastle | ... | | | | |
| Home passenger per 7-20 p.m. ex Newcastle. | | | | | | |
| | Driver sign on | ... | 12 3 p.m. | | | |
| | Driver sign off | ... | 8 3 p.m. | | | |
| | Hours | ... | 8 0 | | | |

BN.7. Diesel Driver.

| | | | | | | |
|-------------------------------|-----------------|-----|-----------|------|--|--------------------------|
| 2 5 (A) | Scotswood B.S. | ... | p.m. 1 55 | Ety. | | Unit So.G. 50, 54, 59 |
| 5 8 | Newcastle | ... | 3 20 | | | So.G.57 |
| | Carlisle | ... | | | | |
| | (Break) | | | | | |
| 8 34 | Carlisle | ... | 7 1 | | | So.G.56 |
| 8 55 | Newcastle | ... | 8 45 | Ety. | | |
| | S.B.S. | ... | | | | |
| (A) Prepare Unit 51 for GD.4. | | | | | | |
| | Driver sign on | ... | 1 25 p.m. | | | |
| | Driver sign off | ... | 9 25 p.m. | | | |
| | Hours | ... | 8 0 | | | |

BN.8. Diesel Driver.

| | | | | | | |
|-------|-----------------|-----|------------|------|--|-----------------|
| 4 40 | S.B.S. | ... | p.m. 4 30 | Ety. | | Unit So.G.60 |
| 8 7 | Newcastle | ... | 6 20 | | | So.G.59 |
| | Newcastle | ... | | | | |
| | Carlisle | ... | | | | |
| | (Break) | | | | | |
| 10 54 | Carlisle | ... | 9 8 | | | |
| 11 30 | Newcastle | ... | 11 20 | Ety. | | So.G.50, 59 |
| | S.B.S. | ... | | | | |
| | Driver sign on | ... | 4 0 p.m. | | | |
| | Driver sign off | ... | 11 55 p.m. | | | |
| | Hours | ... | 7 55 | | | |

BN.9. Diesel Driver.

Passenger per 7-48 p.m. ex Scotswood.

| | | | | | | |
|---|-----------------|-----|-----------|------|--|---------------------|
| 8 18 | Newcastle | ... | p.m. 8 8 | Ety. | | Unit So.G.57, 61 |
| 9 23 | S.B.S. | ... | 9 0 | Ety. | | Ferry |
| | Gosforth Shed | ... | | | | |
| Passenger per 10-2 p.m. ex So. Gosforth | | | | | | |
| | (Break) | | | | | |
| 11 58 | Newcastle | ... | 11 15 | | | So.G.54 |
| 12 38 | Hexham | ... | 12 8 | Ety. | | |
| | S.B.S. | ... | | | | |
| | Driver sign on | ... | 7 23 p.m. | | | |
| | Driver sign off | ... | 1 3 a.m. | | | |
| | Hours | ... | 5 40 | | | |

DIESEL DRIVERS' WORKING.**BLAYDON—SATURDAYS.****BN.1. Diesel Driver.**

Double man with HN.2 Driver.

| | | a.m. | Ety. | Unit. |
|----------------------------|---------------|------|------|-------------|
| | S.B.S. | 4 55 | | So.G.52, 56 |
| 5 30 | Hexham | 5 52 | | |
| 5 44 | Haydon Bridge | 5 57 | | So.G.56 |
| 6 10 | Haltwhistle | | | |
| Prepare Unit 53 and work:— | | | | |
| | Haltwhistle | 6 30 | | So.G.53 |
| 7 0 | Alston | 7 5 | | |
| 7 40 | Haltwhistle | | | |
| | (Break) | | | |
| | Haltwhistle | 8 13 | | So.G.53 |
| 8 48 | Alston | 8 55 | | |
| 9 30 | Haltwhistle | 9 45 | | So.G.50, 58 |
| 10 50 | Newcastle | 11 0 | | So.G.50 |
| 11 10 | S.B.S. | | | |

Work as required.

Driver sign on ... 4 25 a.m.

Driver sign off ... 12 25 p.m.

Hours ... 8 0

BN.2. Diesel Driver.

| | | a.m. | Ety. | Unit. |
|-------------------------------|------------|------|------|------------------|
| | S.B.S. | 6 45 | | So.G.107 109 |
| 6 55 | Newcastle | 7 20 | | |
| 8 21 | Darlington | | | |
| Relieved by DA.31 Driver. | | | | |
| | (Break) | | | |
| Relieve NH.1M Driver. | | | | |
| | Darlington | 9 44 | | So.G.108, 110 |
| 10 38 | Newcastle | 1 20 | | So.G.52 |
| 1 28 | Blaydon | | | |
| Driver sign on ... 6 0 a.m. | | | | |
| Driver sign off ... 1 53 p.m. | | | | |
| Hours ... 7 53 | | | | |

BN.3 Diesel Driver.

| | | a.m. | Ety. | Unit. |
|-------------------------------------|----------------|-------|------|---------|
| | Blaydon | 8 0 | | So.G.51 |
| 8 40 | Hexham | | | |
| Relieved by CD.181 Driver. | | | | |
| Passenger per 8-45 a.m. to Blaydon. | | | | |
| | S.B.S. | 10 0 | | Ferry |
| 10 23 | Gosforth Sheds | 11 0 | | Ferry |
| 11 23 | S.B.S. | | | |
| | (Break) | | | |
| | S.B.S. | 12 14 | | So.G.61 |
| 12 24 | Newcastle | 12 50 | | |
| 1 32 | Hexham | 2 20 | | |
| 2 56 | Scotswood | | | |
| Driver sign on ... 7 35 a.m. | | | | |
| Driver sign off ... 3 21 p.m. | | | | |
| Hours ... 7 46 | | | | |

BN.4. Diesel Driver.

| | | p.m. | Ety. | Unit. |
|--|----------------|-------|------|-------------------|
| | S.B.S. | 4 30 | | So.G.50, 51, 54 |
| 4 40 | Newcastle | 5 2 | | So.G. 59 |
| 5 45 | Hexham | | | |
| Passenger per 5-55 p.m. to Newcastle. | | | | |
| | Newcastle | 7 25 | | So.G.57, 59 |
| 7 35 | S.B.S. | | | |
| | (Break) | | | |
| | S.B.S. | 9 0 | | Ferry. |
| 9 23 | Gosforth Sheds | | | |
| Passenger per 10-2 p.m. ex South Gosforth. | | | | |
| | Newcastle | 11 20 | | So.G.50,51, 58 |
| 11 30 | S.B.S. | | | |
| Driver sign on ... 4 0 p.m. | | | | |
| Driver sign off ... 11 55 p.m. | | | | |
| Hours ... 7 55 | | | | |

BN.5. Diesel Driver.

| | | p.m. | Ety. | Unit. |
|------------------------------|-----------|------|------|---------|
| | Scotswood | 2 56 | | So.G.61 |
| 3 2 | Newcastle | 3 20 | | So.G.57 |
| 5 8 | Carlisle | | | |
| | (Break) | | | |
| | Carlisle | 7 1 | | So.G.56 |
| 8 34 | Newcastle | 8 45 | | |
| 8 55 | S.B.S. | | | |
| Driver sign on ... 2 31 p.m. | | | | |
| Driver sign off ... 9 5 p.m. | | | | |
| Hours ... 6 34 | | | | |

BN.6. Diesel Driver.

Passenger per 3-59 p.m. ex Blaydon.

| | | p.m. | Ety. | Unit. |
|---|-------------|------|------|---------|
| | Newcastle | 4 27 | | So.G.60 |
| 5 5 | Hexham | 5 55 | | So.G.59 |
| 6 42 | Newcastle | | | |
| | (Break) | | | |
| | Newcastle | 7 20 | | So.G.54 |
| 8 35 | Haltwhistle | 8 45 | | |
| 9 55 | Newcastle | | | |
| Home passenger per 10-10 p.m. ex Newcastle. | | | | |
| Driver sign on ... 3 34 p.m. | | | | |
| Driver sign off ... 10 41 p.m. | | | | |
| Hours ... 7 7 | | | | |

BN.7. Diesel Driver.

Passenger per 5-51 p.m. Blaydon to Newcastle.

| | | p.m. | Ety. | Unit. |
|------------------------------|-----------|-------|------|---------|
| | Newcastle | 6 20 | | So.G.58 |
| 8 7 | Carlisle | | | |
| | (Break) | | | |
| | Carlisle | 9 8 | | |
| 10 54 | Newcastle | 11 15 | | So.G.54 |
| 11 58 | Hexham | 12 18 | | |
| 12 38 | S.B.S. | | | |
| Driver sign on ... 5 26 p.m. | | | | |
| Driver sign off ... 1 3 a.m. | | | | |
| Hours ... 7 37 | | | | |

BN.8. Diesel Driver.

Passenger per 7-59 a.m. ex Scotswood.

| | | a.m. | Ety. | Unit. |
|--|-----------|------|------|-------------|
| | Newcastle | 8 20 | | So.G.52 |
| 10 22 | Carlisle | | | |
| | (Break) | | | |
| | Carlisle | 11 0 | | So.G.52, 60 |
| 12 38 | Newcastle | 1 25 | | So.G.58 |
| 1 43 | Wylam | 1 47 | | |
| 2 7 | Newcastle | | | |
| Home passenger per 2-50 p.m. ex Newcastle. | | | | |
| Driver sign on * 7 27 a.m. | | | | |
| Driver sign off ... 3 21 p.m. | | | | |
| Hours ... 7 54 | | | | |

BN.9. Diesel Driver.

| | | p.m. | Ety. | Unit. |
|--|-----------|------|------|---------|
| | Blaydon | 1 28 | | So.G.52 |
| 3 0 | Carlisle | 3 17 | | |
| 5 0 | Newcastle | | | |
| | (Break) | | | |
| | Newcastle | 6 0 | | So.G.60 |
| 6 43 | Hexham | 7 10 | | |
| 7 56 | Newcastle | | | |
| Home passenger per 8-20 p.m. ex Newcastle. | | | | |
| Driver sign on ... 1 3 p.m. | | | | |
| Driver sign off ... 8 53 p.m. | | | | |
| Hours ... 7 50 | | | | |

DIESEL DRIVERS' WORKING.**BLAYDON—SUNDAYS.****BN.1. Diesel Driver.**

| | | | a.m. | Ety. | Unit. |
|---------------------------------------|-----------------|-----|-----------|------|-------------|
| | S.B.S. | ... | 6 45 | | So.G.50, 51 |
| 6 55 | Newcastle | ... | 7 30 | | |
| 9 24 | Carlisle | ... | | | |
| | (Break) | | | | |
| | Carlisle | ... | 11 0 | | |
| 12 48 | Newcastle | ... | | | |
| Passenger per 1-30 p.m. ex Newcastle. | | | | | |
| | Driver sign on | ... | 6 15 a.m. | | |
| | Driver sign off | ... | 2 3 p.m. | | |
| | Hours | ... | 7 48 | | |

BN.2. Diesel Driver.

| | | | p.m. | Ety. | Unit. |
|--|-----------------|-----|-----------|------|---------|
| | S.B.S. | ... | 1 47 | | So.G.58 |
| 1 57 | Newcastle | ... | 2 20 | | |
| 3 57 | Carlisle | ... | | | |
| | (Break) | | | | |
| | Carlisle | ... | 5 15 | | |
| 6 57 | Newcastle | ... | | | |
| Home as passengers per 7-20 p.m. ex Newcastle. | | | | | |
| | Driver sign on | ... | 1 17 p.m. | | |
| | Driver sign off | ... | 7 51 p.m. | | |
| | Hours | ... | 6 34 | | |

BN.3. Diesel Driver.

| | | | p.m. | Ety. | Unit. |
|-------------------------------------|-----------------|-----|------------|------|---------|
| Passenger per 3-46 p.m. ex Blaydon. | | | | | |
| | Newcastle | ... | 4 20 | | So.G.60 |
| 5 3 | Hexham | ... | 5 20 | | |
| 6 5 | Newcastle | ... | | | |
| | (Break) | | | | |
| | Newcastle | ... | 7 20 | | So.G.58 |
| 8 3 | Hexham | ... | 8 20 | | |
| 9 5 | Newcastle | ... | 10 5 | Ety. | So.G.60 |
| 10 15 | S.B.S. | ... | | | |
| | Driver sign on | ... | 3 21 p.m. | | |
| | Driver sign off | ... | 10 40 p.m. | | |
| | Hours | ... | 7 19 | | |

BN.4. Diesel Driver.

| | | | p.m. | Ety. | Unit. |
|-------------------------------------|-----------------|-----|------------|------|---------|
| Passenger per 8-54 p.m. ex Blaydon. | | | | | |
| | Newcastle | ... | 9 20 | | So.G.58 |
| 10 3 | Hexham | ... | 10 20 | | |
| 11 5 | Newcastle | ... | 11 11 | Ety. | |
| 11 21 | S.B.S. | ... | | | |
| | Driver sign on | ... | 8 29 p.m. | | |
| | Driver sign off | ... | 11 46 p.m. | | |
| | Hours | ... | 3 17 | | |

Reliefman. (Diesel).

| | | | a.m. | Ety. | Unit. |
|------|-----------|-----|------|------|---------|
| | S.B.S. | ... | 8 25 | | So.G.52 |
| 8 35 | Newcastle | ... | 9 8 | Ety. | So.G.58 |
| 9 18 | S.B.S. | ... | 9 55 | Ety. | So.G.60 |
| 10 5 | Newcastle | ... | | | |

DIESEL DRIVERS' WORKING.HEXHAM—MONDAYS TO FRIDAYS.

HX.1. Driver.

| FIXED DRIVER. | | | | a.m. | Ety. | Unit. |
|---|---------------|-----|-----|-----------|------|---------|
| 5 54 | Hexham ... | ... | ... | 5 42 | } MO | So.G.52 |
| | Haydon Bridge | ... | ... | | | |
| MX Passenger per 5-32 a.m. Ety. to Haydon Bridge. | | | | | | |
| Divide set. | | | | | | |
| | Haydon Bridge | ... | ... | 6 13 | | So.G.52 |
| 7 10 | Newcastle ... | ... | ... | 7 30 | | So.G.57 |
| 8 15 | Hexham ... | ... | ... | | | |
| | (Break) | | | | | |
| | Hexham ... | ... | ... | 9 10 | | So.G.51 |
| 9 57 | Newcastle ... | ... | ... | 11 20 | | So.G.58 |
| 12 4 | Hexham ... | ... | ... | | | |
| Work as required. | | | | | | |
| | | MO | | MX | | |
| Driver sign on ... | 5 12 a.m. | | | 5 17 a.m. | | |
| Driver sign off ... | 1 12 p.m. | | | 1 17 p.m. | | |
| | | | | | | |
| Hours ... | 8 0 | | | 8 0 | | |

HX.2. Driver.

| | | a.m. | Unit. |
|--------------------------|---------------|------|---------|
| 6 32 | Hexham ... | 5 45 | So.G.50 |
| | Newcastle ... | 6 43 | So.G.58 |
| 7 25 | Hexham ... | 7 26 | |
| Relieved by HX.3 Driver. | | | |
| | Hexham ... | 8 30 | So.G.57 |
| 9 11 | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 9 50 | So.G.56 |
| 10 33 | Hexham ... | | |
| Work as required. | | | |
| Driver sign on * | 5 0 a.m. | | |
| Driver sign off ... | 1 0 p.m. | | |
| Hours ... | 8 0 | | |

HX.3. Diesel Driver.

| | | a.m. | Unit. |
|--|-----------------|-------|---------|
| Relieve HX.2 Driver. | | | |
| 7 25 | Hexham ... | 7 26 | So.G.58 |
| 8 36 | Carlisle ... | 9 0 | |
| 10 9 | Hexham ... | 10 10 | |
| Relieved by HX.4 Driver. | | | |
| (Break) | | | |
| Passenger per 11-3 a.m. ex Hexham. | | | |
| | Haltwhistle ... | 12 0 | So.G.53 |
| 12 35 | Alston ... | 12 45 | |
| 1 20 | Haltwhistle ... | | |
| Home passengers per 1-45 p.m. to Hexham. | | | |
| Work as required. | | | |
| Driver sign on ... | 7 7 a.m. | | |
| Driver sign off ... | 3 7 p.m. | | |
| Hours ... | 8 0 | | |

HX.4. Diesel Driver.

| | | a.m. | Unit. |
|---|---------------|-------|-------------|
| | Hexham ... | 8 10 | So.G.54, 59 |
| 8 50 | Newcastle ... | 9 20 | So.G.60 |
| 9 51 | Hexham ... | 10 10 | So.G.58 |
| 10 50 | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 12 40 | So.G.61 |
| 1 22 | Hexham ... | | |
| Relieve HX.5 Driver at 2-4 p.m. and place unit as required. | | | |
| Relieved by HX.7 Driver. | | | |
| Driver sign on ... | 7 55 a.m. | | |
| Driver sign off ... | 3 55 p.m. | | |
| Hours ... | 8 0 | | |

HX.5. Diesel Driver.

| | | p.m. | Unit. |
|---------------------|---------------|-------|---------|
| | Hexham ... | 12 20 | So.G.58 |
| 1 6 | Newcastle ... | 1 20 | |
| 2 4 (A) | Hexham ... | 2 20 | So.G.61 |
| 3 2 | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 3 50 | |
| 4 30 | Hexham ... | 4 40 | |
| 5 25 | Newcastle ... | 5 35 | |
| 6 18 | Hexham ... | | |
| Work as required | | | |
| Driver sign on ... | 12 5 p.m. | | |
| Driver sign off ... | 8 5 p.m. | | |
| Hours ... | 8 0 | | |

(A) Relieved on arrival by HX.4 Driver.

HX.6. Diesel Driver.

As passenger per 12-57 p.m. to Haltwhistle.

| | | p.m. | Unit. |
|--|-----------------|------|---------|
| | Haltwhistle ... | 3 30 | So.G.53 |
| 4 5 | Alston ... | 4 25 | |
| 5 0 | Haltwhistle ... | | |
| | (Break) | | |
| | Haltwhistle ... | 5 40 | |
| 6 15 | Alston ... | 6 50 | |
| 7 25 | Haltwhistle ... | | |
| Home passenger per 7-39 p.m. ex Haltwhistle. | | | |
| Work as required. | | | |
| Driver sign on ... | 12 42 p.m. | | |
| Driver sign off ... | 8 42 p.m. | | |
| Hours ... | 8 0 | | |

HX.7. Diesel Driver.

Relieve HX.4 Driver.

| | | p.m. | Unit. |
|---|-----------------|------|---------|
| | Hexham ... | 3 25 | So.G.58 |
| 4 10 | Newcastle ... | 4 20 | So.G.56 |
| 6 7 | Carlisle ... | | |
| | (Break) | | |
| Passenger per 7-0 p.m. ex Carlisle. | | | |
| | Haltwhistle ... | 7 50 | So.G.53 |
| 8 25 | Alston ... | 8 55 | |
| 9 30 | Haltwhistle ... | | |
| Home passenger per 9-52 p.m. to Hexham. | | | |
| Driver sign on ... | 3 10 p.m. | | |
| Driver sign off ... | 10 31 p.m. | | |
| Hours ... | 7 21 | | |

HX.8. Diesel Driver.

| | | p.m. | Unit. |
|---------------------|-----------------|-------|--------------|
| | Hexham ... | 5 15 | So.G.50, 54 |
| 5 50 | Newcastle ... | 5 57 | |
| 6 40 | Hexham ... | | |
| | (Break) | | |
| | Hexham ... | 8 10 | |
| 8 56 | Newcastle ... | | |
| | Newcastle ... | 10 10 | So.G.51 |
| 11 24 | Haltwhistle ... | 11 38 | Ety. So.G.53 |
| 11 57 | Hexham ... | | |
| Driver sign on * | 4 30 p.m. | | |
| Driver sign off ... | 12 17 a.m. | | |
| Hours ... | 7 47 | | |

DIESEL DRIVERS' WORKING.**HEXHAM—SATURDAYS.****HX.1. Diesel Driver.**

Relieve CD.185 Driver.

| | | a.m. | Unit. |
|-------|---------------------|-----------|-------------|
| | Hexham ... | 8 10 | So.G.54, 59 |
| 8 50 | Newcastle ... | 9 20 | So.G.60 |
| 9 51 | Hexham ... | 11 10 | So.G.56 |
| 11 54 | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 12 30 | So.G.59 |
| 1 11 | Hexham ... | 1 30 | |
| 2 13 | Newcastle ... | 2 50 | |
| 3 35 | Hexham ... | | |
| | Driver sign on ... | 7 55 a.m. | |
| | Driver sign off ... | 3 55 p.m. | |
| | Hours ... | 8 0 | |

HX.2. Diesel Driver.

| | | a.m. | Unit. |
|-------|--|-----------|-------------|
| | Hexham ... | 5 45 | So.G.50 |
| 6 32 | Newcastle ... | 6 43 | So.G.50, 58 |
| 7 25 | Hexham ... | 8 30 | So.G.57 |
| 9 11 | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 9 50 | So.G.56 |
| 10 33 | Hexham ... | | |
| | Passenger per 11-10 a.m. to Newcastle. | | |
| | Newcastle ... | 12 20 | So.G.56 |
| 12 55 | Hexham ... | | |
| | Relieved by HX.8 Driver. | | |
| | Driver sign on * ... | 5 10 a.m. | |
| | Driver sign off ... | 1 10 p.m. | |
| | Hours ... | 8 0 | |

HX.3. Diesel Driver.

Relieve HX.2 Driver.

| | | a.m. | Unit. |
|-------|--|----------|-------------|
| | Hexham ... | 7 26 | So.G.50, 58 |
| 8 36 | Carlisle ... | 9 0 | |
| 9 43 | Haltwhistle ... | 9 47 | So.G.53 |
| 10 22 | Alston ... | 10 42 | |
| 11 17 | Haltwhistle ... | | |
| | (Break) | | |
| | Haltwhistle ... | 12 0 | |
| 12 35 | Alston ... | 12 45 | |
| 1 20 | Haltwhistle ... | | |
| | Home passenger per 1-46 p.m. to Hexham and work as required. | | |
| | Driver sign on ... | 7 7 a.m. | |
| | Driver sign off ... | 3 7 p.m. | |
| | Hours ... | 8 0 | |

HX.4. Diesel Driver.Passenger per 5-32 a.m. Ety. to Haydon Bridge.
Divide set.

| | | a.m. | Unit. |
|------|---------------------|-----------|---------|
| | Haydon Bridge ... | 6 13 | So.G.52 |
| 7 10 | Newcastle ... | 7 30 | So.G.57 |
| 8 15 | Hexham ... | | |
| | (Break) | | |
| | Hexham ... | 9 10 | So.G.51 |
| 9 57 | Newcastle ... | | |
| | Newcastle ... | 11 20 | So.G.58 |
| 12 4 | Hexham ... | | |
| | Work as required. | | |
| | Driver sign on ... | 5 17 a.m. | |
| | Driver sign off ... | 1 17 p.m. | |
| | Hours ... | 8 0 | |

HX.5. Diesel Driver.

Relieve HX.4 Driver.

| | | p.m. | Unit. |
|------|---|-----------|---------|
| | Hexham ... | 12 20 | So.G.58 |
| 1 6 | Newcastle ... | 1 50 | So.G.60 |
| 2 34 | Hexham ... | 3 13 | So.G.56 |
| 3 43 | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 4 20 | So.G.56 |
| 4 57 | Hexham ... | 5 15 | So.G.60 |
| 5 53 | Newcastle ... | | |
| | Home passenger per 6-0 p.m. ex Newcastle. | | |
| | Driver sign on ... | 12 5 p.m. | |
| | Driver sign off ... | 6 50 p.m. | |
| | Hours ... | 6 53 | |

HX.6. Diesel Driver.

As passenger per 12-57 p.m. to Haltwhistle.

| | | p.m. | Unit. |
|------|---|------------|---------|
| | Haltwhistle ... | 2 5 | So.G.53 |
| 2 40 | Alston ... | 4 25 | |
| 5 0 | Haltwhistle ... | | |
| | (Break) | | |
| | Haltwhistle ... | 5 40 | |
| 6 15 | Alston ... | 6 50 | |
| 7 25 | Haltwhistle ... | | |
| | Home passenger per 7-39 p.m. to Hexham. | | |
| | Driver sign on ... | 12 42 p.m. | |
| | Driver sign off ... | 8 42 p.m. | |
| | Hours ... | 8 0 | |

HX.7. Diesel Driver.

| | | p.m. | Unit. |
|-------|--|-----------|---------|
| | Hexham ... | 4 58 | So.G.56 |
| 6 8 | Carlisle ... | | |
| | As passenger per 7-0 p.m. ex Carlisle. | | |
| | (Break) | | |
| | Haltwhistle ... | 8 15 | So.G.53 |
| 8 50 | Alston ... | 8 55 | |
| 9 30 | Haltwhistle ... | 10 5 | |
| 10 40 | Alston ... | 10 45 | |
| 11 15 | Haltwhistle ... | 11 24 | Ety. |
| 11 43 | Hexham ... | | |
| | Driver sign on * ... | 4 30 p.m. | |
| | Driver sign off ... | 12 3 a.m. | |
| | Hours ... | 7 33 | |

HX.8. Diesel Driver.

Relieve HX.2 Driver.

| | | p.m. | Unit. |
|------|--|------------|-------------|
| | Hexham ... | 12 57 | So.G.56 |
| 2 8 | Carlisle ... | 2 20 | |
| 3 11 | Hexham ... | 3 25 | So.G.60 |
| 4 10 | Newcastle ... | | |
| | (Break) | | |
| | Newcastle ... | 5 35 | So.G.50, 51 |
| 6 18 | Hexham ... | | |
| | Hexham ... | 6 35 | So.G.57 |
| 7 5 | Newcastle ... | | |
| | Home passenger per 7-20 p.m. ex Newcastle. | | |
| | Driver sign on ... | 12 42 p.m. | |
| | Driver sign off ... | 8 15 p.m. | |
| | Hours ... | 7 33 | |

SUNDAYS.**HX.1. Diesel Driver.**

Relieve Carlisle Driver at 6-50 p.m.

| | | p.m. | Unit. |
|------|-------------------------------------|------------|-------------|
| | Hexham ... | 7 15 | So.G.52, 53 |
| 8 0 | Newcastle ... | 8 15 | Ety. |
| 8 25 | S.B.S. ... | | |
| | Passenger per 8-54 p.m. ex Blaydon. | | |
| | (Break) | | |
| | Newcastle ... | 10 25 | So.G.50, 51 |
| 11 8 | Hexham ... | | |
| | Driver sign on ... | 6 35 p.m. | |
| | Driver sign off ... | 11 29 p.m. | |
| | Hours ... | 4 54 | |

DIESEL DRIVERS' WORKING. **BLYTH—MONDAYS TO FRIDAYS.**

SY.1. Driver.

| | | a.m. | Ety. | Unit. |
|---|---------------------|-----------|------|---------|
| | Blyth ... | 6 0 | | So.G.85 |
| 6 25 | Newbiggin ... | 7 7 | | |
| 7 40 | Monkseaton ... | 8 10 | | |
| 8 47 | Newbiggin ... | | | |
| | (Break) | | | |
| | Newbiggin ... | 9 25 | | |
| 9 57 | Monkseaton ... | 10 33 | | |
| 11 8 | Newbiggin ... | 11 45 | | |
| 12 17 | Monkseaton ... | 12 33 | | |
| 12 44 | Newsham ... | | | |
| Relieved by SY.4 Driver. | | | | |
| Home passenger per 12-47 p.m. to Blyth. | | | | |
| | Driver sign on ... | 5 25 a.m. | | |
| | Driver sign off ... | 1 25 p.m. | | |
| Hours | ... | 8 0 | | |

SY.2. Driver.

| | | a.m. | Unit. |
|-------|---------------------|-----------|-------------|
| | Blyth ... | 6 12 | So.G.86 |
| 6 31 | Monkseaton ... | 6 48 | |
| 7 3 | Blyth ... | 7 27 | So.G.87, 88 |
| 7 32 | Newsham ... | 7 33 | |
| 7 57 | Newbiggin ... | 8 33 | |
| 9 7 | Monkseaton ... | 9 37 | |
| 9 52 | Blyth ... | | |
| | (Break) | | |
| | Blyth ... | 10 35 | So.G.87 |
| 10 40 | Newsham ... | 10 47 | |
| 10 51 | Blyth ... | 11 0 | |
| 11 17 | Monkseaton ... | 11 33 | |
| 11 48 | Blyth ... | 11 56 | |
| 12 1 | Newsham ... | 12 9 | |
| 12 13 | Blyth ... | 12 35 | |
| 12 40 | Newsham ... | 12 47 | |
| 12 51 | Blyth ... | | |
| | Driver sign on ... | 5 32 a.m. | |
| | Driver sign off ... | 1 32 p.m. | |
| Hours | ... | 8 0 | |

SY.3. Driver.

| | | p.m. | Unit. |
|-------|---------------------|------------|-------------|
| | Blyth ... | 1 6 | So.G.87 |
| 1 23 | Monkseaton ... | 1 33 | |
| 1 48 | Blyth ... | 1 56 | |
| 2 1 | Newsham ... | 2 9 | |
| 2 13 | Blyth ... | 2 35 | |
| 2 40 | Newsham ... | 2 47 | |
| 2 51 | Blyth ... | 3 0 | |
| 3 17 | Monkseaton ... | 3 33 | |
| 3 48 | Blyth ... | 3 56 | So.G.87, 88 |
| 4 1 | Newsham ... | 4 6 | |
| 4 31 | Newbiggin ... | | |
| | (Break) | | |
| | Newbiggin ... | 5 10 | |
| 5 42 | Monkseaton ... | 6 12 | |
| 6 33 | Blyth ... | | |
| | Driver sign on ... | 12 46 p.m. | |
| | Driver sign off ... | 8 46 p.m. | |
| Hours | ... | 8 0 | |

SY.4. Driver.

| Passenger per 12-35 p.m. to Newsham. | | | | |
|--------------------------------------|---------------------|------------|---------|--|
| Relieve SY.1 Driver. | | | | |
| | | p.m. | Unit. | |
| | Newsham ... | 12 44 | So.G.85 | |
| 1 8 | Newbiggin ... | 1 45 | | |
| 2 17 | Monkseaton ... | 2 33 | | |
| 3 8 | Newbiggin ... | 3 45 | | |
| 4 17 | Monkseaton ... | 4 33 | | |
| 4 48 | Blyth ... | | | |
| | (Break) | | | |
| | Blyth ... | 5 43 | So.G.85 | |
| 5 48 | Newsham ... | 5 54 | | |
| 5 58 | Blyth ... | | | |
| Relieved by SY.7 Driver. | | | | |
| | Driver sign on ... | 12 15 p.m. | | |
| | Driver sign off ... | 8 15 p.m. | | |
| Hours | ... | 8 0 | | |

SY.5. NOT USED.**SY.6. Driver.**

| | | p.m. | Unit. |
|--------------------------|---------------------|-----------|---------|
| | Blyth ... | 4 40 | So.G.86 |
| 4 57 | Monkseaton ... | 5 12 | |
| 5 51 | Newbiggin ... | 6 0 | |
| 6 37 | Monkseaton ... | 6 53 | |
| 7 28 | Newbiggin ... | 7 48 | |
| 8 20 | Monkseaton ... | | |
| | (Break) | | |
| | Monkseaton ... | 9 3 | So.G.85 |
| 9 18 | Blyth ... | 9 28 | |
| 9 33 | Newsham ... | 9 39 | |
| 9 43 | Blyth ... | 10 5 | |
| 10 10 | Newsham ... | 10 17 | |
| 10 21 | Blyth ... | 10 55 | |
| 11 12 | Monkseaton ... | 11 22 | |
| 11 33 | Newsham ... | | |
| Relieved by SY.7 Driver. | | | |
| | Newsham ... | 11 37 | So.G.86 |
| 11 41 | Blyth ... | | |
| | Driver sign on ... | 4 20 p.m. | |
| | Driver sign off ... | 12 6 a.m. | |
| Hours | ... | 7 46 a.m. | |

SY.7. Driver.

| | | p.m. | Unit. |
|----------------------|---------------------|------------|-------------|
| | Blyth ... | 6 10 | So.G.85 |
| 6 15 | Newsham ... | 6 18 | Ety. |
| 6 22 | Blyth ... | 6 54 | So.G.87, 88 |
| 6 59 | Newsham ... | 7 7 | |
| 7 11 | Blyth ... | 8 0 | So.G.85 |
| 8 5 | Newsham ... | 8 17 | |
| 8 21 | Blyth ... | 8 27 | |
| 8 44 | Monkseaton ... | | |
| | (Break) | | |
| | Monkseaton ... | 10 3 | So.G.86 |
| 10 38 | Newbiggin ... | 10 48 | |
| 11 14 | Blyth ... | 11 24 | |
| 11 29 | Newsham ... | | |
| Relieve SY.6 Driver. | | | |
| | Newsham ... | 11 33 | So.G.85 |
| 11 57 | Newbiggin ... | 12 7 | Ety. |
| 12 33 | Blyth ... | | |
| | Driver sign on ... | 5 50 p.m. | |
| | Driver sign off ... | 12 58 a.m. | |
| Hours | ... | 7 8 | |

DIESEL DRIVERS' WORKING.**BLYTH—SATURDAYS.****SY.1 Diesel Driver.**

| | | a.m. | Unit |
|-------|---------------------|-----------|---------|
| 6 5 | Blyth ... | 6 0 | So.G.85 |
| | Newsham ... | | |
| 6 30 | Newsham ... | 6 26 | So.G.87 |
| | Blyth ... | 7 18 | |
| 7 23 | Newsham ... | 7 32 | |
| 7 36 | Blyth ... | 7 50 | |
| 7 55 | Newsham ... | 8 0 | |
| 8 4 | Blyth ... | 8 12 | |
| 8 17 | Newsham ... | 8 25 | |
| 8 29 | Blyth ... | 8 47 | |
| 8 52 | Newsham ... | 8 57 | |
| 9 1 | Blyth ... | | |
| | (Break) | | |
| | Blyth ... | 9 47 | So.G.87 |
| 9 52 | Newsham ... | 9 58 | |
| 10 2 | Blyth ... | 10 47 | |
| 10 52 | Newsham ... | 10 58 | |
| 11 2 | Blyth ... | 11 47 | |
| 11 52 | Newsham ... | 11 58 | |
| 12 2 | Blyth ... | 12 47 | |
| 12 52 | Newsham ... | 12 58 | |
| 1 2 | Blyth ... | | |
| | Driver sign on ... | 5 25 a.m. | |
| | Driver sign off ... | 1 17 p.m. | |
| | Hours ... | 7 52 | |

SY.2. Diesel Driver.

| | | a.m. | Unit |
|-------|----------------------|-----------|---------|
| 6 31 | Blyth ... | 6 12 | So.G.86 |
| | Monkseaton ... | 6 48 | |
| 7 3 | Blyth ... | 7 27 | |
| 7 32 | Newsham ... | 7 33 | |
| 7 57 | Newbiggin ... | | |
| | (Break) | | |
| | Newbiggin ... | 8 33 | So.G.86 |
| 9 7 | Monkseaton ... | 9 33 | |
| 9 48 | Blyth ... | 10 0 | |
| 10 17 | Monkseaton ... | 10 33 | |
| 10 48 | Blyth ... | 11 0 | |
| 11 17 | Monkseaton ... | 11 33 | |
| 11 48 | Blyth ... | | |
| | Driver sign on * ... | 4 57 a.m. | |
| | Driver sign off ... | 12 8 p.m. | |
| | Hours ... | 7 11 | |

SY.3. Diesel Driver.

| | | noon | Unit |
|-------|----------------|-------|---------|
| 12 17 | Blyth ... | 12 0 | So.G.86 |
| 12 48 | Monkseaton ... | 12 33 | |
| 1 17 | Blyth ... | 1 0 | |
| 1 48 | Monkseaton ... | 1 33 | |
| 2 17 | Blyth ... | 2 0 | |
| 2 48 | Monkseaton ... | 2 33 | |
| 2 48 | Blyth ... | | |

Passenger per 3-0 p.m. Blyth to Monkseaton and 3-42 p.m. Monkseaton to Manors.

(Break)

| | | | |
|------|-------------|------|---------|
| 5 33 | Manors ... | 5 20 | So.G.85 |
| | Newsham ... | | |

Relieved by SY.6 Driver.

Home passenger per 5-58 p.m. ex Newsham.

Driver sign on ... 11 45 a.m.

Driver sign off ... 6 17 p.m.

Hours ... 6 32

SY.4. Diesel Driver.

| | | p.m. | Unit |
|------|---------------------|-----------|---------|
| 1 52 | Blyth ... | 1 47 | So.G.87 |
| 2 2 | Newsham ... | 1 58 | |
| 2 52 | Blyth ... | 2 47 | |
| 3 2 | Newsham ... | 2 58 | |
| 3 52 | Blyth ... | 3 47 | |
| 4 2 | Newsham ... | 3 58 | |
| 4 52 | Blyth ... | 4 47 | |
| 5 2 | Newsham ... | 4 58 | |
| 5 52 | Blyth ... | 5 47 | |
| 6 2 | Newsham ... | 5 58 | |
| | (Break) | | |
| | Blyth ... | 7 0 | So.G.86 |
| 7 17 | Monkseaton ... | 7 33 | |
| 7 48 | Blyth ... | | |
| | Driver sign on ... | 1 27 p.m. | |
| | Driver sign off ... | 8 3 p.m. | |
| | Hours ... | 6 36 | |

SY.5. Diesel Driver.

| | | p.m. | Unit |
|------|---------------------|-----------|---------|
| 3 17 | Blyth ... | 3 0 | So.G.86 |
| 3 48 | Monkseaton ... | 3 33 | |
| 4 17 | Blyth ... | 4 0 | |
| 4 48 | Monkseaton ... | 4 33 | |
| 5 17 | Blyth ... | 5 0 | |
| 5 48 | Monkseaton ... | 5 33 | |
| 6 17 | Blyth ... | 6 0 | |
| 6 48 | Monkseaton ... | 6 33 | |
| | (Break) | | |
| | Blyth ... | 8 0 | So.G.86 |
| 8 17 | Monkseaton ... | 8 33 | |
| 8 48 | Blyth ... | 9 0 | |
| 9 17 | Monkseaton ... | 9 33 | So.G.88 |
| 9 48 | Blyth ... | | |
| | Driver sign on ... | 2 40 p.m. | |
| | Driver sign off ... | 10 3 p.m. | |
| | Hours ... | 7 25 | |

SY.6. Diesel Driver.

Passenger per 5-0 p.m. ex Blyth.
Relieve SY.3 Driver 5-53 p.m.

| | | p.m. | Unit |
|-------|--|------------|---------|
| 6 20 | Newsham ... | 5 55 | So.G.85 |
| 7 30 | Newbiggin ... | 6 33 | |
| | Manors ... | | |
| | (Break) | | |
| | Manors ... | 8 20 | So.G.85 |
| 9 20 | Newbiggin ... | 9 33 | |
| 10 30 | Manors ... | | |
| | Home passenger per 10-55 p.m. ex Manors and 11-33 p.m. ex Newsham. | | |
| | Driver sign on ... | 4 40 p.m. | |
| | Driver sign off ... | 11 52 p.m. | |
| | Hours ... | 7 12 | |

SY.7. Diesel Driver.

| | | p.m. | Unit |
|-------|---------------------|-----------|-------------|
| 6 52 | Blyth ... | 6 47 | So.G.87 |
| 7 2 | Newsham ... | 6 58 | |
| 7 52 | Blyth ... | 7 47 | |
| 8 2 | Newsham ... | 7 58 | |
| 8 52 | Blyth ... | 8 47 | |
| 9 2 | Newsham ... | 8 58 | |
| 9 52 | Blyth ... | 9 47 | |
| 10 2 | Newsham ... | 9 58 | |
| 10 24 | Blyth ... | 10 19 | |
| 10 37 | Newsham ... | 10 33 | |
| | (Break) | | |
| | Blyth ... | 11 18 | So.G.87 |
| 11 23 | Newsham ... | 11 33 | |
| 11 37 | Blyth ... | 11 59 | So.G.87, 88 |
| 12 30 | Newbiggin ... | 12 34 | Ety. |
| 1 0 | Blyth ... | | |
| | Driver sign on ... | 6 27 p.m. | |
| | Driver sign off ... | 1 20 a.m. | |
| | Hours ... | 6 53 | |

DIESEL DRIVERS' WORKING. **ALNMOUTH—WEEKDAYS.**

AL.1. Diesel Driver.

| | | | | | |
|-------|-----------|-----|-----|-------|-------|
| | Alnmouth | ... | ... | a.m. | |
| | Alnmouth | ... | ... | 7 7 | Unit. |
| 7 12 | Alnmouth | ... | ... | 7 32 | 80 |
| 8 34 | Newcastle | ... | ... | 8 48 | |
| 9 50 | Alnmouth | ... | ... | 10 0 | |
| 10 5 | Alnmouth | ... | ... | 10 10 | |
| 10 15 | Alnmouth | ... | ... | 10 55 | |
| 11 0 | Alnmouth | ... | ... | | |

Relieved by AL.2 Driver.

(Break)

Work as required.

Driver sign on ... 6 42 a.m.

Driver sign off ... 2 42 p.m.

| | | |
|-------|-----|-----|
| Hours | ... | 8 0 |
|-------|-----|-----|

AL.3. Diesel Driver.

Relieve AL.2 Driver.

| | | | | | |
|-------|---------------|-----|-----|-------|-------|
| | Alnmouth | ... | ... | p.m. | |
| | Alnmouth | ... | ... | 6 2 | Unit. |
| 6 8 | Alnmouth | ... | ... | 6 55 | 80 |
| 7 0 | Alnmouth | ... | ... | 7 10 | |
| 7 15 | Alnmouth | ... | ... | 7 42 | |
| 8 41 | Newcastle | ... | ... | 8 47 | Ety. |
| 9 0 | Gosforth Shed | ... | ... | | |
| | (Break) | | | | |
| | Gosforth Shed | ... | ... | 9 52 | Ety. |
| 10 5 | Newcastle | ... | ... | 10 30 | |
| 11 34 | Alnmouth | ... | ... | 11 40 | |
| 11 45 | Alnmouth | ... | ... | | |

Driver sign on ... 5 48 p.m.

Driver sign off ... 12 5 a.m.

| | | |
|-------|-----|------|
| Hours | ... | 6 17 |
|-------|-----|------|

AL.2. Diesel Driver.

Relieve AL.1 Driver.

| | | | | | |
|-------|-----------|-----|-----|------|-------|
| | Alnmouth | ... | ... | a.m. | |
| | Alnmouth | ... | ... | 11 1 | Unit. |
| 11 56 | Newcastle | ... | ... | | 80 |
| | (Break) | | | | |
| | Newcastle | ... | ... | 2 10 | |
| 3 13 | Alnmouth | ... | ... | 3 35 | |
| 4 35 | Newcastle | ... | ... | 5 7 | |
| 6 1 | Alnmouth | ... | ... | | |

Relieved by AL.3 Driver.

Driver sign on * 10 35 a.m.

Driver sign off ... 6 21 a.m.

| | | |
|-------|-----|------|
| Hours | ... | 7 46 |
|-------|-----|------|

DIESEL DRIVERS' WORKING.

SUNDERLAND—MONDAYS TO FRIDAYS.

Su.1. Diesel Driver.

| | | a.m. | Unit. |
|--|---------------------|-----------|---------------|
| | Sunderland ... | 5 50 | So.G.91 |
| 6 18 | Newcastle ... | | |
| Passenger per 6-35 a.m. to Sunderland. | | | |
| | Sunderland ... | 8 15 | So.G.104, 105 |
| 8 40 | Newcastle ... | 8 47 | |
| 9 16 | Sunderland ... | | |
| | (Break) ... | | |
| | Sunderland ... | 11 0 | So.G.104 |
| 11 30 | Newcastle ... | 11 45 | |
| 12 14 | Sunderland ... | | |
| | Driver sign on ... | 5 15 a.m. | |
| | Driver sign off ... | 1 15 p.m. | |
| | Hours ... | 8 0 | |

SU.4. Diesel Driver.

| | | a.m. | Unit. |
|-------|---------------------|-----------|---------|
| | Sunderland ... | 6 30 | So.G.99 |
| 6 51 | South Shields ... | 6 58 | |
| 7 19 | Sunderland ... | 7 21 | Ety. |
| 7 30 | Hylton ... | 7 38 | |
| 7 47 | Sunderland ... | 7 52 | |
| 8 13 | South Shields ... | 8 25 | |
| 8 46 | Sunderland ... | | |
| | (Break) ... | | |
| | Sunderland ... | 12 0 | So.G.95 |
| 12 30 | Newcastle ... | 12 47 | |
| 1 16 | Sunderland ... | | |
| | Driver sign on ... | 5 55 a.m. | |
| | Driver sign off ... | 1 55 p.m. | |
| | Hours ... | 8 0 | |

Su.2. Diesel Driver.

| | | a.m. | Unit. |
|-------|---------------------|-----------|----------|
| | Sunderland ... | 6 7 | So.G.101 |
| 6 28 | South Shields ... | 6 36 | |
| 6 57 | Sunderland ... | 7 0 | |
| 7 32 | Durham ... | 8 10 | |
| 8 43 | Sunderland ... | | |
| | (Break) ... | | |
| | Sunderland ... | 10 41 | So.G.100 |
| 11 2 | South Shields ... | 11 58 | |
| 12 19 | Sunderland ... | | |
| | Driver sign on ... | 5 32 a.m. | |
| | Driver sign off ... | 1 32 p.m. | |
| | Hours ... | 8 0 | |

SU.5. Diesel Driver.

| | | a.m. | Unit. |
|-------|---------------------|-----------|----------|
| | Sunderland ... | 6 46 | So.G.94 |
| 7 7 | South Shields ... | 7 27 | |
| 7 50 | Sunderland ... | 8 20 | |
| 8 41 | South Shields ... | 8 48 | |
| 9 9 | Sunderland ... | 9 41 | |
| 10 2 | South Shields ... | | |
| | (Break) ... | | |
| | South Shields ... | 11 5 | |
| 11 26 | Sunderland ... | 12 40 | So.G.100 |
| 1 1 | South Shields ... | 1 25 | |
| 1 46 | Sunderland ... | | |
| | Driver sign on ... | 6 11 a.m. | |
| | Driver sign off ... | 2 11 p.m. | |
| | Hours ... | 8 0 | |

Su.3. Diesel Driver.

| | | a.m. | Unit. |
|--------------------------|---------------------|-----------|-------------|
| | Sunderland ... | 6 20 | So.G.92 |
| 6 49 | Newcastle ... | 7 32 | So.G.91, 92 |
| 8 1 | Sunderland ... | 8 7 | |
| 8 39 | West Hartlepool ... | 8 47 | |
| 8 53 | Hartlepool ... | 9 0 | Ety. |
| 9 6 | Sidings ... | 9 20 | Ety. |
| 9 25 | West Hartlepool ... | | So.G.91 |
| Relieved by WP.1 Driver. | | | |
| | (Break) ... | | |
| | Sidings ... | 12 10 | Ety. |
| 12 15 | West Hartlepool ... | 12 40 | So.G.91 |
| 1 15 | Sunderland ... | | |
| | Driver sign on ... | 5 45 a.m. | |
| | Driver sign off ... | 1 45 p.m. | |
| | Hours ... | 8 0 | |

SU.6. Diesel Driver.

| | | a.m. | Unit. |
|-------|---------------------|-----------|----------|
| | Sunderland ... | 6 54 | So.G.102 |
| 7 28 | W. Hartlepool ... | 8 15 | |
| 8 47 | Sunderland ... | 8 55 | |
| 9 16 | South Shields ... | | |
| | (Break) ... | | |
| | South Shields ... | 10 25 | |
| 10 46 | Sunderland ... | 12 10 | |
| 12 31 | South Shields ... | 12 48 | |
| 1 9 | Sunderland ... | | |
| | Driver sign on ... | 6 19 a.m. | |
| | Driver sign off ... | 2 19 p.m. | |
| | Hours ... | 8 0 | |

DIESEL DRIVERS' WORKING.

SUNDERLAND—MONDAYS TO FRIDAYS—continued.

SU.7. Diesel Driver.

| | | a.m. | Unit. |
|---------------------|-------------------|-----------|----------|
| | Sunderland ... | 7 0 | So.G.100 |
| 7 21 | South Shields ... | 7 45 | |
| 8 6 | Sunderland ... | 8 40 | |
| 9 1 | South Shields ... | 9 42 | |
| 10 3 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 1 0 | So.G.104 |
| 1 9 | Hylton ... | 1 51 | } WX |
| 2 0 | Sunderland ... | | |
| | Sunderland ... | 1 0 | So.G.104 |
| 1 16 | Penshaw ... | 1 44 | } WO |
| 2 0 | Sunderland ... | | |
| Driver sign on ... | | 6 25 a.m. | |
| Driver sign off ... | | 2 25 p.m. | |
| Hours ... | | 8 0 | |

SU.10. Diesel Driver.)

| | | p.m. | Unit. |
|-----------------------------|-------------------|-----------|---------|
| | Sunderland ... | 12 8 | So.G.94 |
| 12 42 | Durham ... | | |
| | (Break) | | |
| | Durham ... | 3 0 | |
| 3 24 | Bp. Auckland ... | 4 17 | |
| 4 40 | Durham ... | 4 54 | |
| 5 28 | Sunderland ... | 5 41 | |
| 6 2 | South Shields ... | 6 25 | |
| 6 45 | Sunderland ... | | |
| Driver sign on * 11 25 a.m. | | | |
| Driver sign off ... | | 7 25 p.m. | |
| Hours ... | | 8 0 | |

SU.8. Diesel Driver.

| | | a.m. | Unit. |
|---------------------|----------------|----------|-------------|
| | Sunderland ... | 7 45 | So.G.93, 98 |
| 8 15 | Newcastle ... | 8 34 | |
| 8 56 | Washington ... | 9 8 | Pcls. |
| 9 45 | Durham ... | | |
| | (Break) | | |
| | Durham ... | 1 38 | |
| 2 11 | Sunderland ... | | |
| Driver sign on ... | | 7 0 a.m. | |
| Driver sign off ... | | 3 0 p.m. | |
| Hours ... | | 8 0 | |

SU.11. Diesel Driver.

| | | p.m. | Unit. |
|------------------------------|-------------------|-----------|-----------------------------|
| | Sunderland ... | 1 10 | So.G.103 |
| 1 31 | South Shields ... | 2 5 | |
| 2 26 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 4 3 | { FX So.G.101 FO So.G.93 |
| 4 33 | Newcastle ... | 5 0 | |
| 5 31 | Sunderland ... | 5 35 | |
| 6 9 | Durham ... | | |
| Home passenger per 7-32 p.m. | | | |
| Driver sign on * 12 17 p.m. | | | |
| Driver sign off ... | | 8 17 p.m. | |
| Hours ... | | 8 0 | |

SU.9. Diesel Driver.

| Relieve HN.12 Driver at 8-24 a.m. | | | |
|-----------------------------------|----------------|----------|----------|
| | | a.m. | Unit. |
| 8 24 | Sunderland ... | 8 29 | So.G.95 |
| 9 1 | Durham ... | 9 20 | |
| 9 54 | Sunderland ... | 10 0 | |
| 10 30 | Newcastle ... | 10 45 | |
| 11 14 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 1 0 | So.G.105 |
| 1 30 | Newcastle ... | 1 45 | |
| 2 14 | Sunderland ... | | |
| Driver sign on ... | | 8 9 a.m. | |
| Driver sign off ... | | 4 9 p.m. | |
| Hours ... | | 8 0 | |

SU.12. Diesel Driver.

| | | p.m. | Unit. |
|---------------------|-------------------|------------|----------|
| | Sunderland ... | 1 13 | So.G.102 |
| 1 22 | Seaham ... | 2 17 | |
| 2 25 | Sunderland ... | 2 48 | |
| 3 9 | South Shields ... | | |
| | (Break) | | |
| | South Shields ... | 4 5 | } MFO |
| 4 26 | Sunderland ... | 4 40 | |
| 4 49 | Hylton ... | 5 0 | |
| 5 10 | Sunderland ... | 5 22 | |
| 5 43 | South Shields ... | 6 5 | |
| 6 26 | Sunderland ... | | |
| Driver sign on ... | | 12 35 p.m. | |
| Driver sign off ... | | 8 35 p.m. | |
| Hours ... | | 8 0 | |

DIESEL DRIVERS' WORKING.

SUNDERLAND—MONDAYS TO FRIDAYS—continued.

SU.13. Diesel Driver.

| | | p.m. | Unit. |
|------|---------------------|----------|----------------|
| 2 18 | Sunderland ... | 1 47 | So.G.91 |
| | Newcastle ... | 2 45 | So.G.91, |
| | | | 101 |
| 3 14 | Sunderland ... | 3 41 (A) | { FX So.G.91 |
| | | | FO So.G.91,101 |
| 4 2 | South Shields ... | | |
| | (Break) | | |
| | South Shields ... | 4 45 | |
| 5 6 | Sunderland ... | 5 10 | |
| 5 42 | Durham ... | 6 5 | |
| 6 30 | Bishop Auckland ... | 6 48 | |
| 7 11 | Durham ... | 7 32 | |
| 8 2 | Sunderland ... | | |

Driver sign on * 1 0 p.m.
Driver sign off ... 9 0 p.m.

Hours ... 8 0

(A) 2 mins. later FO.

SU.14. Diesel Driver.

| | | p.m. | Unit. |
|------|---------------------|------|---------|
| 2 16 | Sunderland ... | 1 55 | So.G.95 |
| 3 26 | South Shields ... | 3 5 | |
| 3 26 | Sunderland ... | 3 53 | |
| 4 27 | West Hartlepool ... | | |
| | (Break) | | |
| | West Hartlepool ... | 5 17 | |
| 5 49 | Sunderland ... | 6 22 | |
| 6 42 | South Shields ... | 7 5 | |
| 7 25 | Sunderland ... | 8 0 | |
| 8 28 | Newcastle ... | 8 48 | |
| 9 15 | Sunderland ... | | |

Driver sign on ... 1 35 p.m.
Driver sign off ... 9 35 p.m.

Hours ... 8 0

SU.15. Diesel Driver.

| | | p.m. | Unit. |
|-------|-------------------|------|----------|
| 3 30 | Sunderland ... | 3 0 | So.G.104 |
| 4 14 | Newcastle ... | 3 45 | |
| 4 14 | Sunderland ... | 5 0 | |
| 5 21 | South Shields ... | 5 45 | |
| 6 6 | Sunderland ... | 6 42 | So.G.102 |
| 7 2 | South Shields ... | | |
| | (Break) | | |
| | South Shields ... | 8 5 | |
| 8 25 | Sunderland ... | 9 4 | |
| 9 32 | Newcastle ... | 9 50 | |
| 10 16 | Sunderland ... | | |

Unit stabled by SU.18 Driver.

Driver sign on ... 2 40 p.m.
Driver sign off ... 10 40 p.m.

Hours ... 8 0

SU.16. Diesel Driver

| | | p.m. | Unit. |
|------|-------------------|-------|---------|
| 4 41 | Sunderland ... | 4 20 | So.G.99 |
| 5 27 | South Shields ... | 5 6 | |
| 5 27 | Sunderland ... | 5 45 | |
| 6 16 | Newcastle ... | 6 45 | |
| 7 13 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 9 45 | So.G.95 |
| 10 5 | South Shields ... | 10 47 | |
| 11 7 | Sunderland ... | | |

Driver sign on ... 3 45 p.m.
Driver sign off ... 11 32 p.m.

Hours ... 7 47

SU.17. Diesel Driver.

| | | p.m. | Unit. |
|-------|---------------------|-------|----------|
| 4 54 | Sunderland ... | 4 16 | So.G.105 |
| 5 25 | Durham ... | 5 0 | |
| 6 4 | Bishop Auckland ... | 5 40 | |
| 6 44 | Durham ... | 6 12 | |
| 7 28 | Sunderland ... | 7 0 | |
| 8 15 | Newcastle ... | 7 47 | |
| | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 8 56 | |
| 9 16 | South Shields ... | 10 5 | |
| 10 25 | Sunderland ... | 10 52 | |
| 11 12 | South Shields ... | 11 16 | |
| 11 36 | Sunderland ... | | |

Unit stabled by SU.18 Driver.

Driver sign on ... 3 56 p.m.
Driver sign off ... 11 56 p.m.

Hours ... 8 0

SU.18. Diesel Driver.

| | | p.m. | Unit. |
|-------|-------------------|-------|------------------|
| 5 2 | Sunderland ... | 4 41 | { FX So.G.93, 98 |
| 5 46 | South Shields ... | 5 25 | { FO So.G.98 |
| 6 55 | Sunderland ... | 6 18 | So.G.104 |
| | Durham ... | | |
| | (Break) | | |
| | Durham ... | 10 20 | |
| 10 48 | Sunderland ... | | |

Also dispose of Unit No. 102 for SU.15 Driver and Unit No. 105 for SU.16 Driver.

Driver sign on ... 4 21 p.m.
Driver sign off ... 12 1 a.m.

Hours ... 7 40

SU.19. Diesel Driver.

| | | p.m. | Unit. |
|-------|-------------------|-------|--------------|
| 5 38 | Sunderland ... | 5 8 | So.G.92, 103 |
| 6 16 | Newcastle ... | 5 47 | |
| 8 2 | Sunderland ... | 7 42 | So.G.99 |
| | South Shields ... | | |
| | (Break) | | |
| | South Shields ... | 9 5 | |
| 9 25 | Sunderland ... | 10 0 | So.G.94, 99 |
| 10 28 | Newcastle ... | 11 47 | So.G.99 |
| 12 12 | Sunderland ... | | |

Driver sign on ... 4 47 p.m.
Driver sign off ... 12 37 a.m.

Hours ... 7 50

DIESEL DRIVERS' WORKING. **SUNDERLAND—SATURDAYS.**

SU.1. Diesel Driver.

| | | a.m. | Unit. |
|--|-----------------|-------|----------|
| | Sunderland ... | 5 50 | So.G.91 |
| 6 18 | Newcastle ... | 6 35 | |
| 7 4 | Sunderland ... | 7 45 | So.G.94 |
| 8 15 | Newcastle ... | | |
| | (Break) | | |
| Passenger per 9-13 a.m. to Sunderland. | | | |
| | Sunderland ... | 10 41 | So.G.102 |
| 11 2 | So. Shields ... | 11 58 | |
| 12 19 | Sunderland ... | | |
| Driver sign on ... 5 15 a.m. | | | |
| Driver sign off ... 1 15 p.m. | | | |
| Hours ... 8 0 | | | |

SU.4. Diesel Driver.

| | | a.m. | Unit. |
|---------------------------------------|-------------------|------|----------|
| | Sunderland ... | 6 30 | So.G.101 |
| 6 51 | South Shields ... | 6 58 | |
| 7 19 | Sunderland ... | 8 20 | |
| 8 41 | South Shields ... | 8 48 | |
| 9 9 | Sunderland ... | 9 41 | |
| 10 2 | South Shields ... | | |
| | (Break) | | |
| | South Shields ... | 11 5 | |
| 11 26 | Sunderland ... | | |
| Prepare Unit No. 98 for SU.12 Driver. | | | |
| Driver sign on ... 5 55 a.m. | | | |
| Driver sign off ... 1 55 p.m. | | | |
| Hours ... 8 0 | | | |

SU.2. Diesel Driver.

| | | a.m. | Unit. |
|--|-------------------|-------|----------|
| | Sunderland ... | 6 7 | So.G.92 |
| 6 28 | South Shields ... | 7 27 | |
| 7 50 | Sunderland ... | 8 7 | |
| 8 39 | W. Hartlepool ... | | |
| | (Break) | | |
| Passenger per 10-9 a.m. to Sunderland. | | | |
| | Sunderland ... | 11 0 | So.G.100 |
| 11 30 | Newcastle ... | 11 45 | |
| 12 14 | Sunderland ... | | |
| Driver sign on ... 5 45 a.m. | | | |
| Driver sign off ... 1 45 p.m. | | | |
| Hours ... 8 0 | | | |

SU.5. Diesel Driver.

| | | a.m. | Unit |
|-------------------------------|-----------------|-------|----------|
| | Sunderland ... | 7 0 | So.G.102 |
| 7 32 | Durham ... | 8 10 | |
| 8 42 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 12 40 | |
| 1 1 | So. Shields ... | 1 25 | |
| 1 46 | Sunderland ... | | |
| Driver sign on ... 6 25 a.m. | | | |
| Driver sign off ... 2 25 p.m. | | | |
| Hours ... 8 0 | | | |

SU.3. Diesel Driver.

| | | a.m. | Unit. |
|-------------------------------|----------------|-------|-------------|
| | Sunderland ... | 6 20 | So.G.93 |
| 6 49 | Newcastle ... | 7 32 | |
| 8 1 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 12 0 | So.G.96, 97 |
| 12 30 | Newcastle ... | 12 47 | |
| 1 16 | Sunderland ... | | |
| Driver sign on ... 5 45 a.m. | | | |
| Driver sign off ... 1 45 p.m. | | | |
| Hours ... 8 0 | | | |

SU.6. Diesel Driver.

| | | a.m. | Unit |
|-------------------------------|-----------------|-------|----------|
| | Sunderland ... | 7 0 | So.G.100 |
| 7 21 | So. Shields ... | 8 25 | |
| 8 46 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 12 10 | So.G.104 |
| 12 31 | So. Shields ... | 12 48 | |
| 1 9 | Sunderland ... | | |
| Driver sign on ... 6 25 a.m. | | | |
| Driver sign off ... 2 25 p.m. | | | |
| Hours ... 8 0 | | | |

DIESEL DRIVERS' WORKING. **SUNDERLAND—SATURDAYS—continued.**

SU.7. Diesel Driver.

| | | a.m. | Unit |
|---------------------|-----------------|------|----------|
| 7 54 | Sunderland ... | 7 33 | So.G.104 |
| 8 24 | So. Shields ... | 8 3 | |
| 9 1 | Sunderland ... | 8 29 | |
| 9 54 | Durham ... | 9 22 | |
| | Sunderland ... | | |
| | (Break) | | |
| 12 42 | Sunderland ... | 12 8 | So.G.101 |
| 2 11 | Durham ... | 1 38 | |
| | Sunderland ... | | |
| Driver sign on ... | 6 58 a.m. | | |
| Driver sign off ... | 2 58 p.m. | | |
| Hours ... | 8 0 | | |

SU.10. Diesel Driver.

| | | p.m. | Ety. | Unit |
|--|-----------------|------|------|----------|
| 1 52 | Sunderland ... | 1 42 | | So.G.100 |
| 2 25 | Seaham ... | 2 17 | | |
| 3 9 | Sunderland ... | 2 48 | | |
| 4 26 | So. Shields ... | 4 5 | | |
| | Sunderland ... | | | |
| | (Break) | | | |
| 5 42 | Sunderland ... | 5 10 | | So.G.92 |
| | Durham ... | | | |
| Home passenger per 7-32 p.m. ex Durham | | | | |
| Driver sign on ... | 1 22 p.m. | | | |
| Driver sign off ... | 8 17 p.m. | | | |
| Hours ... | 6 55 | | | |

SU.8. Diesel Driver.

| | | a.m. | Unit |
|---------------------|-----------------|-------|----------|
| 9 1 | Sunderland ... | 8 40 | So.G.105 |
| 10 3 | So. Shields ... | 9 42 | |
| 11 20 | Sunderland ... | 10 45 | |
| | Durham ... | | |
| | (Break) | | |
| 12 52 | Durham ... | 12 20 | |
| 1 31 | Sunderland ... | 1 10 | |
| 2 26 | So. Shields ... | 2 5 | |
| | Sunderland ... | | |
| Driver sign on ... | 8 5 a.m. | | |
| Driver sign off ... | 2 51 p.m. | | |
| Hours ... | 6 46 | | |

SU.11. Diesel Driver.

| | | p.m. | Unit |
|---------------------|-----------------|-------------|-------------|
| 2 18 | Sunderland ... | 1 47 | So.G.92 |
| 3 14 | Newcastle ... | 2 45 | So.G.92, 99 |
| 4 2 | Sunderland ... | 3 41 | So.G.92 |
| 5 6 | So. Shields ... | 4 45 | |
| | Sunderland ... | | |
| | (Break) | | |
| 6 32 | Sunderland ... | 6 8 Q | Emergency |
| 7 5 | Newcastle ... | 6 40 Ety. Q | |
| | Sunderland ... | | |
| Work as required. | | | |
| Driver sign on ... | 1 27 p.m. | | |
| Driver sign off ... | 7 40 p.m. | | |
| Hours ... | 6 13 | | |

SU.9. Diesel Driver.

| | | p.m. | Unit |
|---------------------|----------------|------|-------------|
| 1 30 | Sunderland ... | 1 0 | So.G.91, 93 |
| 2 14 | Newcastle ... | 1 45 | |
| 3 30 | Sunderland ... | 3 0 | So.G.101 |
| 4 14 | Newcastle ... | 3 45 | |
| | Sunderland ... | | |
| | (Break) | | |
| 5 38 | Sunderland ... | 5 8 | So.G.91, 93 |
| 6 16 | Newcastle ... | 5 47 | |
| | Sunderland ... | | |
| Driver sign on ... | 12 15 p.m. | | |
| Driver sign off ... | 6 41 p.m. | | |
| Hours ... | 6 26 | | |

SU.12. Diesel Driver.

| | | p.m. | Unit |
|---------------------|-------------------|------|---------|
| 2 16 | Sunderland ... | 1 55 | So.G.98 |
| 3 26 | So. Shields ... | 3 5 | |
| 4 27 | Sunderland ... | 3 53 | |
| | W. Hartlepool ... | | |
| | (Break) | | |
| 5 49 | W. Hartlepool ... | 5 17 | |
| 6 42 | Sunderland ... | 6 22 | |
| 7 25 | So. Shields ... | 7 5 | |
| 8 28 | Sunderland ... | 8 0 | |
| 9 15 | Newcastle ... | 8 48 | |
| | Sunderland ... | | |
| Driver sign on ... | 1 35 p.m. | | |
| Driver sign off ... | 9 35 p.m. | | |
| Hours ... | 8 0 | | |

DIESEL DRIVERS' WORKING. **SUNDERLAND—SATURDAYS—continued.**

SU.13. Diesel Driver.

| | | p.m. | Unit. |
|---------------------|----------------|------|----------|
| | Sunderland ... | 2 6 | So.G.102 |
| 2 41 | Durham ... | 4 54 | |
| 5 28 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 7 0 | So.G.105 |
| 7 28 | Newcastle ... | 7 47 | |
| 8 15 | Sunderland ... | | |
| Driver sign on ... | 1 46 p.m. | | |
| Driver sign off ... | 8 40 p.m. | | |
| Hours ... | 6 54 | | |

SU.16. Diesel Driver.

| | | p.m. | Unit. |
|---------------------|----------------|-------|----------|
| | Sunderland ... | 5 45 | So.G.100 |
| 6 16 | Newcastle ... | 6 45 | |
| 7 13 | Sunderland ... | 8 56 | So.G.105 |
| 9 16 | South Shields | | |
| | (Break) | | |
| | South Shields | 10 5 | |
| 10 25 | Sunderland ... | 10 52 | |
| 11 12 | South Shields | 11 16 | |
| 11 36 | Sunderland ... | | |
| Driver sign on ... | 5 25 p.m. | | |
| Driver sign off ... | 10 1 a.m. | | |
| Hours ... | 6 36 | | |

SU.14. Diesel Driver.

| | | p.m. | Unit. |
|---------------------|----------------|-------|-------------|
| | Sunderland ... | 4 3 | So.G.99 |
| 4 33 | Newcastle ... | 5 0 | |
| 5 31 | Sunderland ... | 5 35 | |
| 6 9 | Durham ... | | |
| | (Break) | | |
| | Durham ... | 10 20 | So.G.92, 99 |
| 10 48 | Sunderland ... | | |
| Driver sign on ... | 3 43 p.m. | | |
| Driver sign off ... | 11 13 p.m. | | |
| Hours ... | 7 30 | | |

SU.17. Diesel Driver.

| | | p.m. | Unit. |
|---------------------|----------------|-------|-------------|
| | Sunderland ... | 5 41 | So.G.102 |
| 6 4 | South Shields | 6 25 | |
| 6 45 | Sunderland ... | 7 42 | So.G.100 |
| 8 2 | South Shields | | |
| | (Break) | | |
| | South Shields | 9 5 | |
| 9 25 | Sunderland ... | 10 0 | So.G.91, 93 |
| 10 28 | Newcastle ... | 11 47 | So.G.91 |
| 12 12 | Sunderland ... | | |
| Driver sign on ... | 5 26 p.m. | | |
| Driver sign off ... | 12 37 a.m. | | |
| Hours ... | 7 11 | | |

SU.15. Diesel Driver.

| | | p.m. | Unit. |
|---------------------|------------------|-------|----------|
| | Sunderland ... | 4 16 | So.G.105 |
| 4 54 | Durham ... | 5 0 | |
| 5 25 | Bp. Auckland ... | 5 40 | |
| 6 4 | Durham ... | 6 12 | |
| 6 44 | Sunderland ... | | |
| | (Break) | | |
| | Sunderland ... | 9 45 | So.G.98 |
| 10 5 | South Shields | 10 47 | |
| 11 7 | Sunderland ... | | |
| Driver sign on ... | 3 46 p.m. | | |
| Driver sign off ... | 11 32 p.m. | | |
| Hours ... | 7 46 | | |

Relief Driver.

| | | p.m. | Unit. |
|-------|----------------|------|----------|
| | Sunderland ... | 9 4 | So.G.104 |
| 9 32 | Newcastle ... | 9 50 | |
| 10 16 | Sunderland ... | | |

DIESEL DRIVERS' WORKING.

LONDON MIDLAND REGION.

CARLISLE (CANAL)—MONDAYS TO FRIDAYS.

CD.181. Diesel Driver.

| | | | a.m. | | Unit. |
|------|--------------|-----|------|------|-------------|
| | Collier Lane | ... | 6 35 | Ety. | So.G.54, 59 |
| 6 40 | Carlisle | ... | 6 55 | | |
| 8 7 | Hexham | ... | | | |

Relieve BN.3 Driver on arrival 8-40 a.m. and place set as required.
(Break)

Relieve HX.1 Driver and work:—

| | | | | | |
|-------|----------|-----|------|--|---------|
| 9 51 | Hexham | ... | 9 52 | | So.G.60 |
| 10 47 | Carlisle | ... | | | |

Work as required.

CD.183. Diesel Driver.

Relieve CD.184 Driver at 12-55 p.m.

| | | | p.m. | | Unit. |
|------|-----------|-----|------|--|---------|
| | Carlisle | ... | 1 0 | | So.G.57 |
| 2 39 | Newcastle | ... | | | |
| | (Break) | | | | |

Passenger per 3-20 p.m. to Scotswood.

| | | | | | |
|------|--------------|-----|------|------|-------------|
| | S.B.S. | ... | 4 5 | Ety. | So.G.52 |
| 4 23 | Prudhoe | ... | 4 40 | | |
| 5 5 | Newcastle | ... | 5 20 | | So.G.52, 60 |
| 7 5 | Carlisle | ... | 7 15 | Ety. | |
| 7 20 | Collier Lane | ... | | | |

Work as required

CD.182. Diesel Driver.

| | | | p.m. | | Unit. |
|-------|-----------|-----|------|--|---------|
| | Carlisle | ... | 4 20 | | So.G.59 |
| 5 29 | Hexham | ... | | | |
| | (Break) | | | | |
| | Hexham | ... | 7 10 | | So.G.61 |
| 7 56 | Newcastle | ... | 8 20 | | So.G.58 |
| 10 13 | Carlisle | ... | | | |

CD.184. Diesel Driver.

| | | | a.m. | | Unit. |
|------|-----------|-----|-------|--|---------|
| | Carlisle | ... | 7 35 | | So.G.61 |
| 9 31 | Newcastle | ... | | | |
| | (Break) | | | | |
| | Newcastle | ... | 10 30 | | So.G.57 |
| 12 3 | Carlisle | ... | | | |

Relieved at 12-55 p.m. by CD.183.

Work as required.

DIESEL DRIVERS' WORKING.**LONDON MIDLAND REGION—continued.****CARLISLE (CANAL)—SATURDAYS.****CD.185. Diesel Driver.**

| | | | a.m. | | Unit. |
|-------|-------------------|-----|------|------|-------------|
| | Collier Lane | ... | 6 35 | Ety. | So.G.54, 59 |
| 6 40 | Carlisle | ... | 6 55 | | |
| 8 7 | Hexham | ... | | | |
| | (Break) | ... | | | |
| | Hexham | ... | 9 52 | | So.G.60 |
| 10 47 | Carlisle | ... | | | |
| | Work as required. | ... | | | |

CD.187. Diesel Driver.

| | | | p.m. | | Unit. |
|------|------------------------------------|-----|------|------|-------------|
| 2 39 | Carlisle | ... | 1 0 | | So.G.57 |
| | Newcastle | ... | | | |
| | Passenger per 2-50 p.m. to Hexham. | | | | |
| 4 29 | Hexham | ... | 3 45 | | So.G.59 |
| | Newcastle | ... | | | |
| | (Break) | ... | | | |
| | Newcastle | ... | 5 20 | | So.G.52, 61 |
| 7 5 | Carlisle | ... | 7 15 | Ety. | |
| 7 20 | Collier Lane | ... | | | |

CD.186. Diesel Driver.

| | | | p.m. | | Unit. |
|-------|-----------|-----|------|--|---------|
| 6 7 | Carlisle | ... | 4 20 | | So.G.58 |
| | Newcastle | ... | | | |
| | (Break) | ... | | | |
| | Newcastle | ... | 8 20 | | So.G.60 |
| 10 13 | Carlisle | ... | | | |

CD.188. Diesel Driver.

| | | | a.m. | | Unit. |
|------|-----------|-----|-------|--|---------|
| 9 31 | Carlisle | ... | 7 35 | | So.G.61 |
| | Newcastle | ... | | | |
| | (Break) | ... | | | |
| | Newcastle | ... | 10 30 | | So.G.57 |
| 12 5 | Carlisle | ... | | | |

CARLISLE (CANAL)—SUNDAYS.**CD.190. Diesel Driver.**

| | | | a.m. | | Unit. |
|-------|--------------|-----|-------|------|---------|
| | Collier Lane | ... | 6 40 | Ety. | So.G.58 |
| 6 45 | Carlisle | ... | 7 0 | | |
| 8 48 | Newcastle | ... | | | |
| | (Break) | ... | | | |
| | Newcastle | ... | 10 20 | | So.G.60 |
| 11 56 | Carlisle | ... | | | |

CD.192. Diesel Driver.

| Passenger to Blaydon per 5-15 p.m. ex Carlisle. | | | | | |
|---|--------------|-----|-------|------|-------------------|
| (Break) | | | | | |
| | | | a.m. | | Unit. |
| | S.B.S. | ... | 7 55 | Ety. | So.G.50,51, 59 |
| 8 5 | Newcastle | ... | 8 33 | | So.G.59 |
| 10 12 | Carlisle | ... | 10 23 | Ety. | |
| 10 28 | Collier Lane | ... | | | |

CD.191. Diesel Driver.

| | | | p.m. | | Unit. |
|------|-----------|-----|------|--|-------------|
| 3 58 | Carlisle | ... | 2 15 | | So.G.60 |
| | Newcastle | ... | | | |
| | (Break) | ... | | | |
| | Newcastle | ... | 5 20 | | So.G.52, 53 |
| 6 3 | Hexham | ... | | | |

Return as passengers per 6-53 p.m. ex Hexham.

PASSENGER SHUNTING PILOTS.
GATESHEAD—WEEKDAYS AND SUNDAYS.

No. 1 Pilot. Central East End.

Continuous Weekdays and Sundays.

Class J.72 Engine.

Men change 2-35 a.m., 9-40 a.m., 4-45 p.m., and 7-30 p.m.

Relieved by No. 5 Pilot 2-40 p.m. to 3-30 p.m. for Loco. duties in Central Yard.

Worked by Heaton No. 2 Pilot Men 4-45 p.m. to 7-30 p.m. **SuX.**

Assist in rear Main Line trains to start as required:—

Weekdays.

| | 1st set | 2nd set | 3rd set |
|---------------------|------------|-----------|----------|
| Driver sign on ... | 2 10 a.m. | 9 15 a.m. | 7 5 p.m. |
| Driver sign off ... | 10 10 a.m. | 5 15 p.m. | 3 5 a.m. |
| Hours ... | 8 0 | 8 0 | 8 0 |

Sundays.

| | 1st set | 2nd set | 3rd set | 4th set |
|---------------------|----------|---------|----------|---------|
| Driver sign on ... | 2 10 am | 9 15 am | 4 20 p.m | 8 10 pm |
| Driver sign off ... | 10 10 am | 5 15 pm | 11 55 pm | 3 5 am |
| Hours ... | 8 0 | 8 0 | 7 35 | 6 55 |

Relieve No. 4 Pilot 8-40 p.m., **Sundays.**

No. 3 Pilot. Central West End A.B. Sidings.

3-30 a.m. Monday to 10-0 a.m. Sunday.

Class J.72 Engine.

Men change 3-30 a.m. **MX**, 10-35 a.m., 5-40 p.m. and 8-25 p.m.

Relieved by No. 5 Pilot 1-10 p.m. to 2-0 p.m. for Loco. duties.

Assist (in rear) Main Line trains to start as required:—

| | 1st set (A) | 2nd set | 3rd set (B) | 4th set |
|---------------------|----------------|----------|----------------|---------|
| Driver sign on ... | 3 5 am | 10 10 am | 5 15 pm | 8 0 pm |
| Driver sign off ... | 11 5 am | 6 10 pm | 1 15 am | 4 0 am |
| Hours ... | 8 0 | 8 0 | 8 0 | 8 0 |

Sundays.

| | (C) |
|---------------------|------------|
| Driver sign on ... | 3 5 a.m. |
| Driver sign off ... | 10 20 a.m. |
| Hours ... | 7 15 |

S.H. Sleepers on **Sunday mornings.**

(A) L.E. ex Shed, **Mondays.**

(B) Relieve No. 4 Pilot at 8-40 p.m.

(C) 10-0 a.m. L.E. to Gateshead.

No. 4 Pilot. Central West End Platform and Dock.

Continuous.

Class J.72 engine.

Men change 7-0 a.m. **MO**, 6-30 a.m. **MX**, 1-35 p.m., **8B40** p.m. and 11-25 p.m.

Relieved by No. 5 Pilot 5-0 p.m. to 5-50 p.m. **Weekdays**, and by Heaton No. 3 Engine 10-45 a.m. to 11-30 a.m., **Sundays**, for Loco duties.

Assist (in rear) Main Line trains to start as required:—

Weekdays.

| | 1st set | 2nd set | 3trd set |
|---------------------|----------|-----------|-----------|
| Driver sign on ... | 6C5 a.m. | 1 10 p.m. | 11 0 p.m. |
| Driver sign off ... | 2 5 p.m. | 9 10 p.m. | 7 0 a.m. |
| Hours ... | 8 0 | 8 0 | 8 0 |

Sundays.

| | 1st set | 2nd set | 3rd set |
|---------------------|----------|-----------|-----------|
| Driver sign on ... | 6 5 a.m. | 1 10 p.m. | 11 0 p.m. |
| Driver sign off ... | 2 5 p.m. | 9 10 p.m. | 7 20 a.m. |
| Hours ... | 8 0 | 8 0 | 8 20 (D) |

(B) { **Weekdays** worked by Gateshead Men off No. 3 Pilot.
 { **Sundays** worked by Gateshead Men off No. 1 Pilot.

(C) **MO** 6-50 a.m. L.E. ex Gateshead.

(D) **MO** 7-0 a.m. L.E. to Gateshead.

No. 5 Pilot. Central.

Class J.72 engine.

11-15 a.m. to 6-0 p.m. **Weekdays.**

Prepare engine and leave Shed 11-5 a.m.

Relieve Pilot for Loco. duties:—

| | |
|-------|-------------------|
| No. 3 | 1-10 to 2-0 p.m. |
| No. 1 | 2-40 to 3-30 p.m. |
| No. 4 | 5-0 to 5-50 p.m. |

| | |
|---------------------|------------|
| Driver sign on ... | 10 20 a.m. |
| Driver sign off ... | 6 20 p.m. |

| | |
|-----------|-----|
| Hours ... | 8 0 |
|-----------|-----|

PASSENGER LOCOMOTIVE WORKING.

GATESHEAD—MONDAYS TO FRIDAYS—continued.

GD.10L. Class B.1. engine and Men.

| | | | a.m. | |
|---------------------|---------------|-----------|---------|-------|
| P. | Shed ... | ... | 6 35 | L.E. |
| — | Newcastle ... | ... | 6 50 | Pcls. |
| 9 15 | Carlisle ... | ... | 11 15 | Pcls. |
| 1 35 | Newcastle ... | † | 1 45 | L.E. |
| 1 55 | Shed ... | ◆ P. | 8 20 | L.E. |
| — | Newcastle ... | ... | 8 35 | Pcls. |
| 11 2 | Carlisle ... | ... | 2 35 | |
| 4 25 | Newcastle ... | R. | 5 0 | Ety. |
| 5 12 | S.B.S. ... | ... | — | L.E. |
| — | Shed ... | ... | — | |
| | | 1st set | 2nd set | |
| Driver sign on ... | 6 20 a.m. | 8 5 p.m. | | |
| Driver sign off ... | 2 20 p.m. | 4 55 a.m. | | |
| Hours ... | 8 0 | 8 50 | | |

GD.11L. NOT USED.

GD.12L. NOT USED.

GD.13L. Class V.1 or V.3 engine and Men.

| | | | a.m. | |
|---------------------|---------------------|-----------|---------|-----------|
| P. | Shed ... | ... | 4 45 | L.E. |
| — | Newcastle ... | ... | 5 0 | Pcls. |
| 7 17 | † Middlesbrough ... | ... | 8 5 | L.E. |
| 8 15 | Thornaby Shed ... | ... | 9 5 | L.E. |
| 9 25 | Middlesbrough ... | ... | 9 40 | Pcls. |
| 11 46 | Sunderland ... | † | 11 52 | L.E. |
| 12 16 | Gateshead Shed ... | ◆ P. | 2 5 | L.E. |
| — | Newcastle ... | ... | 2 20 | Pcls. |
| 2 45 | Sunderland ... | ... | 3 5 | Pcls. |
| 3 35 | Durham ... | ... | 4 12 | Pcls. |
| 4 50 | Sunderland ... | ... | 6 5 | L.E. & V. |
| — | Monkwearmouth ... | ... | — | Pcls. |
| — | Sunderland ... | ... | 8 27 | Pcls. |
| 8 53 | Newcastle ... | ... | — | L.E. |
| — | Gateshead Shed ... | ... | — | |
| | | 1st set | 2nd set | |
| Driver sign on ... | 4 30 a.m. | 1 50 p.m. | | |
| Driver sign off ... | 12 30 p.m. | 9 50 p.m. | | |
| Hours ... | 8 0 | 8 0 | | |

GD.14L. Class V.1 or V.3 engine and Men.

| | | | a.m. | |
|-------|--------------------------------|------|-------|-------|
| — | Shed ... | R. | 3 47 | L.E. |
| — | Newcastle ... | ... | 4 2 | Pcls. |
| 4 50 | So. Shields ... | † | — | L.E. |
| — | Newcastle ... | ◆ | 6 20 | Pcls. |
| 6 46 | Sunderland ... | ...† | — | L.E. |
| — | Durham ... | ... | 8 32 | Pcls. |
| 9 12 | Sunderland ... | ... | 11 10 | Pcls. |
| 11 15 | So. Dock Shed ... | ... | 11 55 | Pcls. |
| 12 20 | Sunderland ... | ... | 12 50 | Pcls. |
| 1 14 | Newcastle ... | † | 1 23 | L.E. |
| 1 33 | Shed ... | ◆ | 5 0 | L.E. |
| — | Newcastle ... | ... | — | |
| | S.H. P.O. vehicles to 7-0 p.m. | | | |
| — | Newcastle ... | ... | 7 10 | L.E. |
| — | Chaytors Bank ... | ... | 7 45 | Pcls. |
| 7 55 | Newcastle (A) ... | ... | 10 23 | Ety. |
| 10 33 | H.C.S. ... | ... | — | L.E. |
| — | Newcastle ... | ... | 11 15 | Pcls. |
| 11 25 | Chaytors Bank ... | ... | — | L.E. |
| 11 43 | Shed ... | ... | — | |

Reliefmen work 3-47 a.m. to 6-18 a.m.

2nd set prepare engine.

(A) S.H. as required.

| | 1st set | 2nd set |
|---------------------|-----------|-----------|
| Driver sign on ... | 5 50 a.m. | 4 0 p.m. |
| Driver sign off ... | 1 50 p.m. | 12 0 mid. |
| Hours ... | 8 0 | 8 0 |

GD.15L. Class V.1 engine and Men.

| | | | a.m. | |
|------|---------------|-----|------|-------|
| P. | Shed ... | ... | 6 18 | L.E. |
| — | Newcastle ... | ... | 6 33 | Pcls. |
| 7 24 | Durham ... | ... | — | |
| — | Shed ... | ... | 6 25 | L.E. |
| — | Newcastle ... | ... | 6 40 | Pcls. |
| 7 22 | Durham ... | ... | — | |

MO

MX

Assist to start:—

7 56 a.m. ex Newcastle at 8 16 a.m.

8 15 a.m. ex Newcastle at 8 37 a.m.

8 55 a.m. ex Newcastle at 9 16 a.m.

9 55 a.m. ex Newcastle at 10 16 a.m.

— Durham ... 10 30 Gds.

— Dearness ... — Gds.

Assist to start:—

12 30 p.m. ex Newcastle at 12 52 p.m.

— Durham ... 1 0 L.E.

— Gateshead Shed ... 5 45 L.E.

6 5 Durham ... —

— Durham ... — L.E. & Gd.

— Fencehouses ... 7 0 Pcls.

7 15 Durham ... —

Assist to start:—

7 5 p.m. ex Newcastle at 7 33 p.m.

7 25 p.m. ex Newcastle at 7 52 p.m.

10 45 p.m. ex Newcastle at 11 9 p.m.

11 20 p.m. ex Newcastle at 11 45 p.m.

— Durham ... 11 55 L.E.

— Gateshead Shed ... —

| | 1st set | 2nd set |
|---------------------|----------|-----------|
| | MO | MX |
| Driver sign on ... | 6 3 a.m. | 6 10 a.m. |
| Driver sign off ... | 2 3 p.m. | 2 10 p.m. |
| Hours ... | 8 0 | 8 0 |

PASSENGER LOCOMOTIVE WORKING.

GATESHEAD—SUNDAYS.

GD.6L. Class V.I engine and Men.

| | | | | |
|-------|----------------|-----|------|------|
| | Shed ... | ... | a.m. | |
| — | Newcastle ... | ... | 4 25 | L.E. |
| 4 52 | S.B.S. ... | ... | 4 40 | Ety. |
| — | Sunderland ... | † | 8 40 | L.E. |
| 9 5 | Newcastle ... | † | — | L.E. |
| — | H.C.S. ... | ... | 10 5 | Ety. |
| 10 15 | Newcastle ... | ... | | |

Relieve GD.4 Pilot 10-45 a.m. to 11-30 a.m.

| | | | | |
|-------|----------------------|-----|-------|-------|
| — | Newcastle ... | ◆ | 11 50 | L.E. |
| — | H.C.S. ... | ... | 12 20 | Stk. |
| 12 30 | Newcastle ... | ... | 1 17 | Pcls. |
| 1 43 | Sunderland ... | † | — | L.E. |
| — | Shed ... | ◆ | 5 5 | L.E. |
| — | S.B.S. ... (S.H.) | ... | 6 5 | Ety. |
| 6 17 | Newcastle ... (S.H.) | ... | 8 40 | Ety. |
| 8 50 | H.C.S. ... (S.H.) | ... | 9 55 | Ety. |
| 10 5 | Newcastle ... | ... | | |

Steam heat set to 10-30 p.m., then steam heat vehicles for 11-18 p.m. King's Cross.

| | | | | |
|-------|---------------|-----|-------|------|
| — | Newcastle ... | ... | 12 20 | Ety. |
| 12 30 | H.C.S. ... | ... | — | L.E. |
| — | Shed ... | ... | | |

Men change in Central 10-30 a.m.

| | | | |
|---------------------|-----------|-----------|----------|
| | 1st set | 2nd set | 3rd set |
| Driver sign on ... | 3 25 a.m. | 10 0 a.m. | 4 5 p.m. |
| Driver sign off ... | 11 0 a.m. | 3 55 p.m. | — |
| Hours ... | 7 35 | 5 55 | — |

GD.7L. Class V.3 engine and Men.

| | | | | |
|------|--------------------|-----|------|------|
| | Gateshead Shed ... | ... | a.m. | |
| 9 40 | Durham ... | ... | 9 15 | L.E. |

Assist E.P.'s to start:—

| | |
|------------|----------------------------|
| 9 45 a.m. | ex Newcastle at 10 7 a.m. |
| 10 35 a.m. | ex Newcastle at 10 58 a.m. |
| 11 50 a.m. | ex Newcastle at 12 22 p.m. |
| 2 11 p.m. | ex Newcastle at 2 33 p.m. |
| 2 45 p.m. | ex Newcastle at 3 7 p.m. |
| 3 50 p.m. | ex Newcastle at 4 12 p.m. |
| 7 10 p.m. | ex Newcastle at 7 37 p.m. |
| 7 40 p.m. | ex Newcastle at 8 6 p.m. |
| 10 45 p.m. | ex Newcastle at 11 9 p.m. |
| 10 57 p.m. | ex Newcastle at 11 20 p.m. |
| 11 18 p.m. | ex Newcastle at 11 42 p.m. |

| | | | | |
|---|--------------------|-----|-------|------|
| — | Durham ... | ... | p.m. | |
| — | Gateshead Shed ... | ... | 11 50 | L.E. |

1st set relieved by 2nd set at 12-30 p.m. and home passengers per 1-57 p.m. ex Durham.

2nd set as passengers per 11-50 a.m. ex Newcastle and relieve 1st set at 12-30 p.m.

Relieved by 3rd set at 5-5 p.m. and home passengers per 6-9 p.m. ex Durham.

3rd set as passengers per 4-30 p.m. ex Newcastle and relieve 2nd set 5-5 p.m.

| | | | |
|---------------------|-----------|------------|------------|
| | 1st set | 2nd set | 3rd set |
| Driver sign on ... | 8 15 a.m. | 11 25 a.m. | 4 5 p.m. |
| Driver sign off ... | 2 51 p.m. | 7 17 p.m. | 12 45 a.m. |
| Hours ... | 6 36 | 7 52 | 8 40 |

GD.8L. Class B.I engine and Men.

| | | | | |
|---------|---------------|-----|------|-------|
| P. | Shed ... | ... | p.m. | |
| — | Newcastle ... | ... | 8 50 | L.E. |
| 11 10 | Carlisle (A) | ... | 9 5 | Pcls. |
| 4 25 R. | Newcastle ... | ... | 2 50 | |
| 5 12 | S.B.S. ... | ... | 5 0 | Ety. |
| — | Shed ... | ... | — | L.E. |

(A) Turn engine and S.H. P.O. vehicles 1-0 a.m. to 1-45 a.m. and S.H. own set.

Reliefmen work from 4-2 a.m.

| | |
|---------------------|-----------|
| Driver sign on ... | 8 35 p.m. |
| Driver sign off ... | 4 55 a.m. |

| | |
|-----------|------|
| Hours ... | 8 20 |
|-----------|------|

PASSENGER LOCOMOTIVE WORKING. **GATESHEAD—SATURDAYS.**

GD.10L. Class B.1 engine and Men.

| P. | Shed ... | a.m. | L.E. |
|---------------------|---------------|----------------|-------|
| — | Newcastle ... | 6 35 | Pcls. |
| 9 15 | Carlisle ... | 11 15 | Pcls. |
| 1 35 | Newcastle ... | 1 45 | L.E. |
| 1 55 | Shed ... | 9 55 | L.E. |
| — | Newcastle ... | 10 10 | |
| 12 17 | Carlisle ... | 2 50 | |
| 4 25 | Newcastle ... | 5 0 | Ety. |
| 5 12 | S.B.S. ... | — | L.E. |
| — | Shed ... | — | |
| 1st set | | | |
| Driver sign on ... | 6 20 a.m. | 2nd set | |
| Driver sign off ... | 2 20 p.m. | 9 40 p.m. | |
| Hours | | | |
| ... | 8 0 | — | |

GD.11L. Class V.1 or V.3 engine and Men.

| P. | Shed ... | a.m. | L.E. |
|---------------------|---------------------|----------------|-------|
| — | Newcastle ... | 4 45 | Pcls. |
| 7 17 | † Middlesbrough ... | 8 5 | L.E. |
| 8 15 | Thornaby Shed ... | 9 5 | L.E. |
| 9 25 | Middlesbrough ... | 9 40 | Pcls. |
| 11 46 | Sunderland ... | — | L.E. |
| — | Shed ... | 6 20 | L.E. |
| — | Newcastle ... | 6 35 | Pcls. |
| 9 2 | Carlisle ... | 10 40 | Pcls. |
| 1 18 | Newcastle ... | 1 40 | L.E. |
| 1 50 | Shed ... | D | |
| 1st set | | | |
| Driver sign on ... | 4 30 a.m. | 2nd set | |
| Driver sign off ... | 12 30 p.m. | 2 5 a.m. | |
| Hours | | | |
| ... | 8 0 | 8 0 | |

GD.12L. Class VI or V3 engine and Men.

| P. | Shed ... | a.m. | L.E. |
|---------------------|----------------------|----------------|-------|
| — | Newcastle ... | 3 47 | L.E. |
| 4 50 | South Shields ... | 4 2 | |
| — | Newcastle ... | 6 20 | Pcls. |
| 6 46 | Sunderland ... | — | L.E. |
| — | Durham ... | 8 32 | Pcls. |
| 9 12 | Sunderland ... | — | L.E. |
| — | Gateshead Shed ... | 12 30 | L.E. |
| — | Sunderland ... | 1 41 | Pcls. |
| 2 6 | Newcastle ... | 3 40 | Ety. |
| 3 50 | H.C.S. ... | — | L.E. |
| — | S.B.S. ... (S.H.) | 6 15 | Ety. |
| 6 27 | Newcastle (S.H.) ... | 6 55 | L.E. |
| — | Chaytors Bank ... | 7 15 | Pcls. |
| 7 25 | Newcastle ... | — | L.E. |
| 7 45 | Shed ... | — | |
| 1st set | | | |
| Driver sign on ... | 3 32 a.m. | 2nd set | |
| Driver sign off ... | 11 32 a.m. | 8 15 p.m. | |
| Hours | | | |
| ... | 8 0 | 8 0 | |

GD.13L. V.1 engine and Men.

| P. | Shed ... | a.m. | L.E. |
|---------------------------------------|----------------|----------------|-----------|
| — | Newcastle ... | 6 25 | Pcls. |
| 7 22 | Durham ... | 6 40 | |
| Assist. to start. | | | |
| 7 56 a.m. ex Newcastle at 8 16 a.m. | | | |
| 8 15 a.m. ex Newcastle at 8 37 a.m. | | | |
| 8 55 a.m. ex Newcastle at 9 16 a.m. | | | |
| 9 55 a.m. ex Newcastle at 10 16 a.m. | | | |
| 12 30 p.m. ex Newcastle at 12 52 p.m. | | | |
| — | Durham ... | 1 0 | L.E. |
| — | Shed ... | 6 20 | L.E. |
| 6 47 | Durham ... | — | |
| Assist to start:— | | | |
| 7 5 p.m. ex Newcastle at 7 33 p.m. | | | |
| 7 25 p.m. ex Newcastle at 7 52 p.m. | | | |
| — | Durham... .. | 8 30 | Pcls. |
| 9 5 | Sunderland ... | 9 15 | L.E. & G. |
| 9 47 | Durham ... | — | |
| Assist to start:— | | | |
| 11 20 p.m. ex Newcastle at 11 45 p.m. | | | |
| — | Durham ... | 12 0 | L.E. |
| — | Shed ... | — | |
| 1st set | | | |
| Driver sign on ... | 6 10 a.m. | 2nd set | |
| Driver sign off ... | 2 10 p.m. | 1 15 a.m. | |
| Hours | | | |
| ... | 8 0 | 7 45 | |

PASSENGER SHUNTING PILOTS.
HEATON—WEEKDAYS AND SUNDAYS.

No. 2 Pilot.

Central East End 1-0 a.m. Monday to 11-0 a.m. Sunday.
Class J.72 engine.

Shunt East End Dock, marshalling vehicles and trains.

Loco. duties 9-10 a.m. to 10-0 a.m. in Central Yard.

Assist (in rear) Main Line trains to start as required.

| | MO | (A) | (B) |
|---------------------|------------|------------|------------|
| Driver sign on ... | 12 5 a.m. | 5 16 a.m. | 12 17 p.m. |
| Driver sign off ... | 8 5 a.m. | 1 24 p.m. | 8 19 p.m. |
| Hours ... | 8 0 | 8 8 | 8 2 |
| | (C) | (D) SX | (E) SO |
| Driver sign on ... | 3 57 p.m. | 10 37 p.m. | 10 37 p.m. |
| Driver sign off ... | 11 57 p.m. | 6 37 a.m. | 6 15 a.m. |
| Hours ... | 8 0 | 8 0 | 7 38 |

MO Men prepare engine and leave Shed 12-50 a.m.

Men change 5-50 a.m., 12-45 p.m. and 11-5 p.m.

(A) Men passengers per 5-31 a.m. ex Heaton and 12-55 p.m. ex Central.

(B) Men passengers per 12-32 p.m. ex Heaton and 7-50 p.m. ex Central.

(C) Men passengers per 4-12 p.m. ex Heaton and 11-20 p.m. ex Central.

Relieve GD.1 Plot 4-45 p.m. to 7-30 p.m. and afterwards work own engine 7-40 p.m. to 11-5 p.m.

(D) Men passengers per 10-52 p.m. ex Heaton and 6-5 a.m. ex Central.

(E) Men passengers per 10-52 p.m. ex Heaton and walk to Shed.

Reliefmen work from 5-15 a.m. to 9-0 a.m. and then to L.E. to Shed. Worked from 9-0 a.m. Sundays to 11-0 a.m. by Heaton No. 5 Passenger Sunday engine.

No. 6 Accommodation Pilot, Central Station.

Class V3. engine.

Weekdays 2-15 p.m. to 9-0 p.m. (worked by HN.18L Mondays to Fridays), worked by HN.23L Saturdays).

No. 7 Pilot. Heaton Carriage Sidings.

Weekdays and Sundays, continuous.

Class Diesel 350 H.P.

Men change at 2-0 p.m., 10-0 p.m. and 6-0 a.m.

| | 1st set | 2nd set | 3rd set |
|---------------------|-----------|------------|-----------|
| Driver sign on ... | 5 50 a.m. | 1 50 p.m. | 9 50 p.m. |
| Driver sign off ... | 2 20 p.m. | 10 20 p.m. | 6 20 a.m. |
| Hours ... | 8 30 | 8 30 | 8 30 |

No. 8. Heaton Carriage Sidings.

D.E.S. 350 h.p.

Weekdays and Sundays. Continuous from 10-0 p.m. Sunday to 6-0 a.m. Sundays; 8-0 a.m. to 4-0 p.m. Sundays.

Examination of Buck-eye couplings and shunting as required.

| | 1st set SuX | 1st set SuO | 2nd set SuX | 3rd set |
|---------------------|----------------|----------------|----------------|-----------|
| Driver sign on ... | 5 40 a.m. | 7 40 a.m. | 1 40 p.m. | 9 40 p.m. |
| Driver sign off ... | 2 10 p.m. | 4 10 p.m. | 10 10 p.m. | 6 10 a.m. |
| Hours ... | 8 30 | 8 30 | 8 30 | 8 30 |

PASSENGER LOCOMOTIVE WORKING. HEATON—MONDAYS TO FRIDAYS.

HN.14L. Class V.3 engine and Men.

| | P. | Shed ... | a.m. | L.E. | |
|---|----|-----------------------|-------|------------|--|
| — | — | Newcastle ... | 4 33 | Pcls. (W.) | |
| 5 49 | — | Monkseaton ... | 4 55 | Pcls. | |
| 6 5 | — | Tynemouth ... | 6 40 | Pcls. (W.) | |
| 7 5 (A) | — | Newcastle ... | 9 0 | Ety. | |
| 9 10 | — | H.C.S. ... | — | L.E. | |
| — | — | Shed ... | 9 47 | Pcls. | |
| — | — | H.C.S. ... | 9 57 | Stock | |
| 10 7 | — | Newcastle (B) | 11 55 | L.E. | |
| 12 2 | — | Shed ... | 1 40 | L.E. | |
| — | — | Newcastle ... | 2 2 | Ety. | |
| 2 12 | — | H.C.S. ... | — | L.E. | |
| — | — | Newcastle ... | 3 18 | Pcls. (W.) | |
| 4 13 | — | Monkseaton ... | 4 18 | Pcls. | |
| 4 37 | — | Blyth ... | 4 45 | Pcls. | |
| 5 25 | — | Newbiggin ... | 6 18 | Pcls. | |
| 7 29 | — | Tynemouth ... | 7 39 | Pcls. (W.) | |
| 8 15 | — | Newcastle ... | — | L.E. | |
| — | — | H.C.S. (R) ... (S.H.) | 9 35 | Ety. | |
| 9 45 | — | Newcastle ... | — | — | |
| S.H. own set until 10-20 p.m., afterwards S.H. vehicles for | | | | | |
| 11-20 p.m. King's Cross. | | | | | |
| — | — | Newcastle ... | 11 20 | L.E. | |
| 11 27 | — | Shed ... | — | — | |

Reliefmen work from 9-5 p.m.

(A) **MO** to 26th Sept. and from 15th May work 7-36 a.m.
Ety. Newcastle to Heaton C.S.

(B) Place vanfit in W.E. Dock.

| | 1st set | 2nd set |
|---------------------|------------|-----------|
| Driver sign on ... | 4 18 a.m. | 1 25 p.m. |
| Driver sign off ... | 12 18 a.m. | 9 25 p.m. |
| Hours ... | 8 0 | 8 0 |

HN.15L. Class V.3 engine and Men.

| | | Shed ... | a.m. | L.E. | |
|------|---|-------------------|------|----------|-----------|
| — | — | H.C.S. ... | 3 15 | Stk. | |
| 3 35 | — | Newcastle ... | 5 10 | Ety. | MX |
| 5 20 | — | H.C.S. ... | — | L.E. | MO |
| — | — | Newcastle ... | — | L.E. | |
| — | — | H.C.S. ... (S.H.) | 6 12 | Ety. | |
| 6 22 | — | Newcastle ... | 7 25 | Stk. | |
| 7 35 | — | H.C.S. ... (S.H.) | 9 2 | Ety. (A) | |
| 9 12 | — | Newcastle ... | 9 44 | Ety. | |
| 9 54 | — | H.C.S. ... | — | L.E. | |
| 10 4 | — | Shed ... | 2 45 | L.E. | |
| — | — | H.C.S. ... | 2 55 | Stk. | |
| 3 5 | — | Newcastle ... | — | L.E. | |
| — | — | Newcastle ... | 6 12 | Ety. | FX |
| 6 20 | — | Delaval ... | — | L.E. | FO |
| — | — | Newcastle ... | 6 18 | Ety. | |
| 6 28 | — | H.C.S. ... | 8 10 | Ety. | |
| — | — | H.C.S. ... | 8 10 | Ety. | |
| 8 20 | — | Newcastle ... | 9 40 | Ety. | |
| 9 50 | — | H.C.S. ... | — | L.E. | |
| 10 0 | — | Shed ... | — | — | |

1st set prepare engine.

(A) Does not run 26th December, 31st March, 3rd April and 22 May.

| | 1st set | 2nd set |
|---------------------|------------|------------|
| Driver sign on ... | 2 15 a.m. | 2 30 p.m. |
| Driver sign off ... | 10 15 a.m. | 10 30 p.m. |
| Hours ... | 8 0 | 8 0 |

HN.16L. Class V.3 engine and Men.

| | P. | Shed ... | a.m. | L.E. | |
|---------------------------------|----|----------------------|-------|------------|-----------|
| — | — | Newcastle ... | 5 30 | — | |
| 6 58 | — | Newbiggin ... | 7 35 | — | |
| 8 34 | — | Manors ... | 9 12 | Ety. (SWC) | |
| 9 31 | — | H.C.S. ... | 10 54 | Ety. | |
| 11 4 | — | Newcastle ... | — | — | |
| Turn P.O. vehicles via Bridges. | | | | | |
| — | — | Newcastle ... | 12 18 | Ety. | |
| 12 28 | — | H.C.S. ... | — | L.E. | |
| 12 38 | — | Shed ... | 3 0 | L.E. | MX |
| — | — | Newcastle ... | 3 22 | Ety. | |
| 3 32 | — | H.C.S. (S.H.) | 4 33 | Ety. | |
| 4 43 | — | Newcastle ... | — | L.E. | |
| — | — | S.B.S. ... (S.H.) | 6 15 | Ety. | |
| 6 27 | — | Newcastle (S.H.) | 8 24 | Ety. | |
| 8 34 | — | H.C.S. ... (S.H.) | 9 55 | Ety. | |
| 10 5 | — | Newcastle ... (S.H.) | 11 24 | Ety. | |
| 11 34 | — | H.C.S. ... | — | L.E. | |
| 11 44 | — | Shed ... | — | — | |

Reliefmen work from 3-0 p.m. **MX** and 4-0 p.m. **MO**.

| | 1st set | 2nd set |
|---------------------|------------|-------------|
| Driver sign on ... | 4 53 a.m. | 4 0 p.m. |
| Driver sign off ... | 12 53 p.m. | 12 0 m'n't. |
| Hours ... | 8 0 | 8 0 |

HN.17L. Class V.3 engine and Men.

| | | Shed ... | a.m. | L.E. | |
|---------------------|---|-------------------|-------|------|--|
| — | — | Newcastle ... | 6 0 | L.E. | |
| S.H. Sleeping Cars. | | | | | |
| — | — | Newcastle ... | 8 26 | Ety. | |
| 8 36 | — | H.C.S. ... (S.H.) | 9 27 | Ety. | |
| 9 37 | — | Newcastle ... | 10 50 | Stk. | |
| 11 0 | — | H.C.S. ... | — | L.E. | |
| 11 10 | — | Shed ... | 2 8 | L.E. | |
| — | — | Newcastle ... | 2 30 | Ety. | |
| 2 40 | — | H.C.S. ... (S.H.) | 3 42 | Ety. | |
| 3 52 | — | Newcastle ... | 5 9 | Ety. | |
| 5 19 | — | H.C.S. ... (S.H.) | 6 18 | Stk. | |
| 6 28 | — | Newcastle ... | — | L.E. | |
| — | — | Shed ... | — | — | |

1st and 2nd sets prepare engine and work as required.

(A) **MTThOQ** depart Shed 12-48 p.m. S.H. and work 1-18 p.m.
Ety., **Q** to Newcastle.

| | 1st set | 2nd set |
|---------------------|----------|------------|
| Driver sign on ... | 5 0 a.m. | 11 48 a.m. |
| Driver sign off ... | 1 0 p.m. | 7 48 p.m. |
| Hours ... | 8 0 | 8 0 |

HN.18L. Class V.3 engine and Men.

| | P. | Shed ... | a.m. | L.E. | |
|-------|----|-------------------|-------|-----------|--|
| — | — | H.C.S. ... (S.H.) | 7 32 | Ety. | |
| 7 42 | — | Newcastle ... | 9 40 | Pcls. (R) | |
| 10 50 | — | Monkseaton ... | 10 53 | Pcls. | |
| 11 10 | — | Blyth ... | 11 22 | Pcls. | |
| 11 57 | — | Newbiggin ... | 12 20 | Pcls. | |
| 1 9 | — | Tynemouth ... | 1 41 | Pcls. | |
| — | — | Heaton ... | 2 8 | Pcls. | |
| 2 13 | — | Newcastle ... | — | — | |

Accommodation Pilot

| | | | | |
|------|---|---------------|------|------|
| — | — | Newcastle ... | 9 32 | Ety. |
| 9 42 | — | H.C.S. ... | — | L.E. |
| 9 52 | — | Shed ... | D | — |

Men change at Heaton Station 2-8 p.m.

| | 1st set | 2nd set |
|---------------------|-----------|-----------|
| Driver sign on ... | 6 45 a.m. | 1 53 p.m. |
| Driver sign off ... | 2 45 p.m. | 10 2 p.m. |
| Hours ... | 8 0 | 8 9 |

PASSENGER LOCOMOTIVE WORKING. --- **HEATON—MONDAYS TO FRIDAYS—continued.** ---

HN.19L. Class V.3 engine.

Monday until 24th April (except 26th December).

Wednesdays 14th September and 28th December.

Thursdays until 27th April.

Fridays until 28th April. (Except 23rd December).

| | | | | | |
|------|-----------|-----|-----|------|------|
| | Shed ... | ... | ... | a.m. | |
| | | | | 6 45 | L.E. |
| | H.C.S. | ... | ... | 7 0 | Ety. |
| 7 35 | T.C. Quay | ... | ... | 8 35 | |
| 9 8 | Newcastle | ... | ... | — | L.E. |
| — | Shed ... | ... | ... | | |

HN.22L. Class V.I engine.

| | | | | | | |
|------|------------|-----|-----|------|------|--|
| | Shed ... | ... | ... | p.m. | | |
| | | | | 1 23 | L.E. | |
| | Newcastle | ... | ... | 1 45 | | |
| 2 20 | T. C. Quay | ... | ... | 2 45 | Ety. | |
| 3 20 | H.C.S. | ... | ... | — | L.E. | |
| — | Shed ... | ... | ... | | | |

MTThOQ

HN.20L. Class V.3 engine.

Mondays until 24th April. (Except 7th Nov. to 5th Dec. and 26th Dec.).

Tuesdays to 25th April. (Except 13th Sept. and 27th Dec.).

Wednesdays 14th September and 28th December.

Thursdays until 27th April. (Except 3rd Nov. to 1st Dec.).

Friday 2nd Dec. only.

| | | | | | |
|------|-----------|-----|--------|------|------|
| | Shed ... | ... | ... | p.m. | |
| | | | | 1 30 | L.E. |
| | Newcastle | ... | (S.H.) | 2 24 | |
| 2 59 | T.C. Quay | ... | ... | 3 15 | Ety. |
| 3 50 | H.C.S. | ... | ... | — | L.E. |
| — | Shed ... | ... | ... | | |

Provide for:—

| | | | | | |
|------|-----------|-----|--------|------|------|
| | Shed ... | ... | ... | p.m. | |
| | | | | 3 12 | L.E. |
| | H.C.S. | ... | (S.H.) | 3 32 | Ety. |
| 3 42 | Newcastle | ... | ... | 4 31 | L.E. |
| 4 38 | Shed ... | ... | ... | | |

HN.21L. Class V.3 engine.

| | | | | | | |
|------|-----------|-----|-----|------|------|--|
| | Shed ... | ... | ... | a.m. | | |
| | | | | 6 25 | L.E. | |
| | H.C.S. | ... | ... | 6 40 | Ety. | |
| 7 15 | T.C. Quay | ... | ... | 8 6 | | |
| 8 43 | Newcastle | ... | † | 8 53 | Ety. | |
| 9 3 | H.C.S. | ... | ... | — | L.E. | |
| — | Shed ... | ... | ... | | | |

TXQ

Runs definitely Thursday, 15th September.

PASSENGER LOCOMOTIVE WORKING.HEATON—SATURDAYS.

HN.20L. Class V.3 engine and Men.

| | | a.m. | |
|------|---------------------------------------|------|--------------|
| | Shed ... | 3 15 | L.E. |
| | H.C.S. ... | 3 25 | Stk. |
| 3 35 | Newcastle ... | 4 55 | (Pcls. (W.)) |
| 5 49 | Monkseaton ... | 5 56 | Pcls. (W.) |
| 7 5 | Newcastle ... | | |
| | Newcastle ... | 9 0 | Ety. |
| 9 10 | H.C.S. ... | — | L.E. |
| 9 16 | Shed ... | 1 3 | L.E. |
| | H.C.S. ... (S.H.) | 1 18 | Ety. Q |
| 1 28 | Newcastle ... | 2 30 | Ety. |
| 2 40 | H.C.S. ... (S.H.) | 3 42 | Ety. |
| 3 52 | Newcastle ... | — | L.E. |
| | S.H. Post Office vehicles to 7-0 p.m. | | |
| | Newcastle ... | — | L.E. |
| | Shed ... | | |

1st set prepare engine.
2nd set prepare engine.

| | 1st set | 2nd set |
|---------------------|------------|-----------|
| Driver sign on ... | 2 15 a.m. | 12 3 p.m. |
| Driver sign off ... | 10 15 a.m. | 8 3 p.m. |
| Hours ... | 8 0 | 8 0 |

HN.21L. Class V.3 engine and Men.

| | | a.m. | |
|-------|---------------------------|-------|------|
| | Shed ... | 6 0 | L.E. |
| | Newcastle ... | | |
| | Steam Heat Sleeping Cars. | | |
| | Newcastle ... | 8 26 | Ety. |
| 8 36 | H.C.S. ... (S.H.) | 9 57 | Stk. |
| 10 7 | Newcastle ... | 10 50 | Stk. |
| 11 0 | H.C.S. ... | 12 0 | Ety. |
| 12 10 | Newcastle ... | 12 11 | L.E. |
| 12 18 | Shed ... | 1 40 | L.E. |
| | Newcastle ... | 2 2 | Ety. |
| 2 12 | H.C.S. ... | 2 55 | Stk. |
| 3 5 | Newcastle ... | — | L.E. |
| | H.C.S. ... (S.H.) | 6 40 | Ety. |
| 6 50 | Newcastle ... (S.H.) | 7 20 | L.E. |
| 7 27 | Shed ... | | |

1st and 2nd sets prepare engine and work as required at Shed.

| | 1st set | 2nd set |
|---------------------|----------|------------|
| Driver sign on ... | 5 0 a.m. | 12 40 p.m. |
| Driver sign off ... | 1 0 p.m. | 8 40 p.m. |
| Hours ... | 8 0 | 8 0 |

HN.22L. Class V.3 engine and Men.

| | | a.m. | |
|-------|---------------------|-------|---------------|
| | Shed ... | 5 8 | L.E. |
| | Newcastle ... | 5 30 | |
| 6 58 | Newbiggin ... | 7 35 | |
| 8 34 | Manors ... | 9 12 | Ety. (S.W.C.) |
| 9 31 | H.C.S. ... (S.H.) | 10 54 | Ety. |
| 11 4 | Newcastle ... | 11 10 | L.E. |
| 11 17 | Shed ... | 3 17 | L.E. |
| | H.C.S. ... (S.H.) | 3 32 | Ety. |
| 3 42 | Newcastle ... | 5 9 | Ety. |
| 5 19 | H.C.S. ... (S.H.) | 6 18 | Stk. |
| 6 28 | Newcastle ... | 8 24 | Ety. |
| 8 34 | H.C.S. ... R (S.H.) | 9 35 | Ety. |
| 9 45 | Newcastle ... (A) | 11 24 | Ety. |
| 11 34 | H.C.S. ... | — | L.E. |
| 11 44 | Shed ... | | |

1st and 2nd sets prepare engine.

R Reliefmen work from 9-35 p.m.

(A) After 10-30 p.m. S.H. vehicles for 11-20 p.m. King's Cross.

| | 1st set | 2nd set |
|---------------------|-----------|-----------|
| Driver sign on ... | 4 8 a.m. | 2 17 p.m. |
| Driver sign off ... | 12 8 p.m. | 9 55 p.m. |
| Hours ... | 8 0 | 7 38 |

HN.23L. Class V.3 engine and Men.

| | | a.m. | |
|-------|-------------------|-------|-----------|
| | Shed ... | 7 0 | L.E. |
| | H.C.S. ... (S.H.) | 7 32 | Ety. |
| 7 42 | Newcastle ... | 9 40 | Pcls. (R) |
| 10 50 | Monkseaton ... | 10 56 | Pcls. |
| 11 14 | Blyth ... | 11 28 | |
| 12 7 | Newbiggin ... | 12 22 | Pcls. |
| 1 9 | Tynemouth ... | 1 41 | Pcls. |
| | Heaton ... | 2 8 | Pcls. |
| 2 13 | Newcastle ... | | |

No. 6 Accommodation Pilot to:—

| | | |
|---------------|------|------|
| Newcastle ... | 9 15 | L.E. |
|---------------|------|------|

9 22

Shed ...

D

Men change at Heaton Station 2-8 p.m.

Driver sign on ...

Driver sign off ...

Hours ...

8 0

8 0

6 45 a.m.

2 45 p.m.

1 53 p.m.

9 53 p.m.

HN.24L. Class V.3 engine and Men.

| | | a.m. | |
|------|-------------------|------|------|
| | Shed ... | 4 48 | L.E. |
| | Newcastle ... | 5 10 | Stk. |
| 5 20 | H.C.S. ... (S.H.) | 6 12 | Ety. |
| 6 22 | Newcastle ... | 7 25 | Stk. |
| 7 35 | H.C.S. ... (S.H.) | 9 27 | Ety. |
| 9 37 | Newcastle ... | | |

Turn P.O. vehicles and as required.

| | | a.m. | |
|-------|----------------|-------|-----------|
| | Newcastle ... | 11 0 | L.E. |
| 11 7 | Shed ... | 2 56 | L.E. |
| | Newcastle ... | 3 18 | Pcls. (W) |
| 4 13 | Monkseaton ... | 4 18 | Pcls. |
| 4 40 | Blyth ... | 5 6 | Pcls. |
| 5 46 | Newbiggin ... | 6 5 | Pcls. |
| 7 29 | Tynemouth ... | 7 39 | Pcls. (W) |
| 8 15 | Newcastle ... | 9 30 | Ety. |
| 9 38 | Delaval ... | — | L.E. |
| | Newcastle ... | 10 23 | Ety. |
| 10 33 | H.C.S. ... | — | L.E. |
| 10 43 | Shed ... | | |

1st set prepare engine.

| | 1st set | 2nd set |
|---------------------|------------|------------|
| Driver sign on ... | 3 48 a.m. | 2 41 p.m. |
| Driver sign off ... | 11 48 a.m. | 10 53 p.m. |
| Hours ... | 8 0 | 8 12 |

HN.25L. Class V.3 engine and Men.

| | | p.m. | |
|------|----------------------|------|------|
| | Shed ... | 2 2 | L.E. |
| | Newcastle ... | 2 24 | |
| 2 59 | T.C. Quay ... | 3 15 | Ety. |
| 3 50 | H.C.S. ... (S.H.) | 4 42 | Ety. |
| 4 52 | Newcastle (As reqd.) | — | L.E. |
| | H.C.S. ... (S.H.) | 8 10 | Stk. |
| 8 20 | Newcastle ... | 9 40 | Ety. |
| 9 50 | H.C.S. ... | — | L.E. |
| 10 0 | Shed ... | | |

(A) Until 29th April, except 24th December and reliefmen work from 8-10 p.m. to finish.

(B) Depart Shed 4-12 p.m. L.E. on 24th December and from 6th May.

| | A | B |
|---------------------|----------|------------|
| Driver sign on ... | 1 2 p.m. | 3 12 p.m. |
| Driver sign off ... | 9 2 p.m. | 11 12 p.m. |
| Hours ... | 8 0 | 8 0 |

HN.26L. Class V.1 engine.

| | | p.m. | |
|------|---------------|------|------|
| | Shed ... | 1 23 | L.E. |
| | Newcastle ... | 1 45 | |
| 2 20 | T.C. Quay ... | 2 35 | Ety. |
| 3 10 | H.C.S. ... | | |

Provide for:—

| | | a.m. | |
|------|---------------|------|------|
| 1. | Shed ... | 6 10 | Ety. |
| | Newcastle ... | 6 32 | Ety. |
| 6 42 | H.C.S. ... | — | L.E. |
| 2. | Newcastle ... | a.m. | |
| 9 54 | H.C.S. ... | 9 44 | Ety. |
| | Shed ... | — | L.E. |
| 3. | H.C.S. ... | p.m. | |
| 8 50 | Newcastle ... | 8 40 | Ety. |

To 24 Sept. & from 13 May

PASSENGER LOCOMOTIVE WORKING. **HEATON SUNDAYS.**

HN.3L. Class V.3 engine and Men.

| | | | | |
|-------|-------------------|------|-------|---------------|
| | | | a.m. | |
| — | Shed ... | ... | 5 45 | L.E. |
| 7 1 | Newcastle ... | ... | 6 15 | Pcls. (B) |
| 7 35 | Tynemouth ... | ... | 7 15 | L.E. & G. (W) |
| 7 57 | Newcastle ... | ... | 7 47 | Stk. |
| 10 52 | H.C.S. ... (S.H.) | ... | 10 42 | Ety. |
| 11 40 | Newcastle ... | ... | 11 30 | Stk. |
| 11 50 | H.C.S. ... | ... | — | L.E. |
| — | Shed ... | ◆ P. | 2 3 | L.E. |
| — | Newcastle ... | ... | 2 25 | Ety. |
| 2 35 | H.C.S. ... (S.H.) | ... | 4 30 | Ety. |
| 4 40 | Newcastle ... | ... | 4 41 | L.E. |
| — | S.B.S. ... (S.H.) | ... | 5 43 | Ety. |
| 5 55 | Newcastle ... | ... | | |

Steam heat P.O. vehicles for 7-40 p.m. King's Cross and as required.

| | | | | |
|------|---------------|-----|-----|------|
| 9 19 | Newcastle ... | ... | 9 9 | Ety. |
| 9 29 | H.C.S. ... | ... | — | L.E. |
| 9 29 | Shed ... | ... | | |

1st set prepare engine.

| | 1st set | 2nd set |
|---------------------|-----------|-----------|
| Driver sign on ... | 4 45 a.m. | 1 48 p.m. |
| Driver sign off ... | 12 0 noon | 9 39 p.m. |
| Hours ... | 7 15 | 7 51 |

HN.4L. Class V.3 engine and Men.

| | | | | |
|------|---------------|-----|------|------|
| | | | a.m. | |
| — | Shed ... | ... | 5 8 | L.E. |
| 5 40 | Newcastle ... | ... | 5 30 | Stk. |
| — | H.C.S. ... | ... | 6 15 | L.E. |
| — | Newcastle ... | ... | | |

Steam heat sleeping cars.

| | | | | |
|------|---------------|-----|------|------|
| 8 20 | Newcastle ... | ... | 8 10 | Ety. |
| | H.C.S. ... | ... | | |

Carry out C. & W. test at 10-0 a.m.

| | | | | |
|-------|---------------|-----|-------|------|
| 10 40 | H.C.S. ... | ... | 10 30 | Ety. |
| 10 48 | Newcastle ... | ... | 10 41 | L.E. |
| — | Shed ... | R | 1 45 | L.E. |
| — | H.C.S. ... | ... | | |

Carry out C. & W. test at 2-0 p.m.

| | | | | |
|-------|-------------------|-----|-------|------|
| 3 30 | H.C.S. ... (S.H.) | ... | 3 20 | Ety. |
| 3 58 | Newcastle ... | ... | 3 51 | L.E. |
| — | Shed ... | R | 8 10 | L.E. |
| — | H.C.S. ... | ... | 8 20 | Stk. |
| 8 30 | Newcastle ... | ... | 8 45 | L.E. |
| — | H.C.S. ... (S.H.) | ... | 9 35 | Ety. |
| 9 45 | Newcastle ... | ... | 10 44 | Ety. |
| 10 54 | H.C.S. ... | ... | — | L.E. |
| — | Shed ... | ... | | |

1st and 2nd sets prepare engine.

2nd set work as required.

Reliefmen work from 1-30 p.m. to 3-58 p.m.

| | 1st set | 2nd set |
|---------------------|------------|-----------|
| Driver sign on ... | 4 8 a.m. | 7 10 p.m. |
| Driver sign off ... | 10 58 a.m. | — p.m. |
| Hours ... | 6 50 | — |

HN.5L. Class V.1 engine and Men.

| | | | | |
|------|-------------------|-----|------|-------|
| | | | a.m. | |
| — | Shed ... | ... | 4 58 | L.E. |
| — | Newcastle ... | ... | 5 20 | |
| 6 18 | South Shields ... | ... | 7 50 | Pcls. |
| 8 7 | Hebburn ... | ... | 8 12 | Ety. |
| 8 28 | Newcastle ... | ... | | |

Accom. Pilot & E.E. No. 2 until 11-0 a.m.

| | | | | |
|------|---------------|-----|-------|------|
| 11 7 | Newcastle ... | ... | 11 0 | L.E. |
| — | Shed ... | ◆ | 12 10 | L.E. |
| — | H.C.S. ... | ... | 12 25 | Ety. |
| 1 0 | T.C. Quay ... | ... | 2 0 | |
| 2 35 | Newcastle ... | ... | — | L.E. |
| — | Shed ... | ... | | |

(A) To 30th April (except 6th November to 4th December and 25th December and 26th March, 2nd and 9th April).

1st and 2nd sets prepare engine.

| | 1st set | 2nd set (A) |
|---------------------|------------|-------------|
| Driver sign on ... | 3 58 a.m. | 11 10 a.m. |
| Driver sign off ... | 11 17 a.m. | — |
| Hours ... | 7 19 | — |

Provide for:—

1.

| | | | | |
|------|---------------|-----|------|------|
| | | | a.m. | |
| 7 30 | Newcastle ... | ... | 7 20 | Ety. |
| | H.C.S. ... | ... | | |

2. 26th March, 2nd and 9th April only.

| | | | | |
|-------|---------------|-----|-------|------|
| | | | a.m. | |
| — | Shed ... | ... | 11 35 | L.E. |
| 12 30 | H.C.S. ... | ... | 11 50 | Ety. |
| 1 50 | T.C. Quay ... | ... | 1 15 | |
| | Newcastle ... | ... | | |

3.

| | | | | |
|-------|---------------|-----|------|------|
| | | | p.m. | |
| 10 12 | Newcastle ... | ... | 10 2 | Ety. |
| | H.C.S. ... | ... | | |

PASSENGER LOCOMOTIVE WORKING. **BLAYDON—MONDAYS TO FRIDAYS.**

BN.10L. Class V.3 engine and Men.

| | | | | | | |
|-------------------------|-------------------|-----|-------|-------|------|---------|
| | Shed ... | ... | a.m. | 4 15 | L.E. | |
| — | Newcastle ... | ... | | 4 40 | Ety. | |
| 4 52 | S.B.S. ... | ... | | — | L.E. | |
| — | Newcastle ... | ... | | 5 40 | Ety. | |
| 5 48 | Delaval ... | ... | | — | L.E. | |
| — | Newcastle ... | ... | | 6 32 | Ety. | } MX |
| 6 42 | H.C.S. ... | ... | | — | L.E. | |
| — | Newcastle ... | ... | | 7 0 | L.E. | } MO to |
| — | H.C.S. ... (S.H.) | ... | | 8 1 | Ety. | |
| 8 11 | Newcastle ... | ... | | — | L.E. | (A) |
| — | S.B.S. ... | ... | | — | L.E. | |
| Shunt as required. | | | | | | |
| 11 23 | S.B.S. ... | ... | 11 15 | L.E. | | |
| — | Shed ... | ... | 5 15 | L.E. | | |
| — | S.B.S. ... | ... | 5 30 | Ety. | | } MX |
| 5 42 | Newcastle ... | ... | 6 0 | L.E. | | |
| — | Delaval ... | ... | 5 34 | Ety. | | } MO |
| 5 42 | Newcastle ... | ... | 6 0 | L.E. | | |
| — | H.C.S. ... (S.H.) | ... | 6 40 | Ety. | | |
| 6 50 | Newcastle ... | ... | | | | |
| S.H. set until 7-0 p.m. | | | | | | |
| — | Newcastle ... | ... | 7 38 | Pcls. | | |
| 8 3 | ‡Sunderland ... | ... | — | L.E. | | |
| — | S.B.S. ... (S.H.) | ... | 11 13 | Ety. | | |
| 11 25 | Newcastle ... | ... | 12 31 | L.E. | | |
| 12 41 | Shed ... | ... | | | | |

(A) To 24th April, except Monday, 26th December. Also runs Wednesday, 14th, and Friday, 16th September.

| | | |
|---------------------|------------|------------|
| | 1st set | 2nd set |
| Driver sign on ... | 3 15 a.m. | 5 0 p.m. |
| Driver sign off ... | 11 33 p.m. | 12 51 a.m. |
| Hours ... | 8 18 | 7 51 |

BN.11L. Class V.3 engine and Men.

| | | | | | | |
|-----------------------------------|---------------|-----|-------|----------|------|------|
| | Shed ... | ... | a.m. | 6 55 | L.E. | |
| — | S.B.S. ... | ... | | — | L.E. | |
| Shunt Colchester set as required. | | | | | | |
| — | S.B.S. ... | ... | | — | L.E. | |
| — | Delaval ... | ... | | — | L.E. | |
| — | Pilot ... | ... | | — | L.E. | |
| — | Delaval ... | ... | | — | L.E. | |
| 8 42 | Newcastle ... | ... | 8 30 | Ety. | | } MX |
| — | S.B.S. ... | ... | — | L.E. | | |
| — | Delaval ... | ... | — | L.E. | | } MO |
| — | S.B.S. ... | ... | — | L.E. | | |
| Shunt as required | | | | | | |
| 10 27 | S.B.S. ... | ... | 10 15 | Stock | | |
| 10 58 | Newcastle ... | ... | 10 50 | Stock | | |
| 11 2 | Delaval ... | ... | | | | |
| — | S.B.S. ... | ... | | | | |
| Shunt as required | | | | | | |
| — | S.B.S. ... | ... | — | L.E. | | |
| — | Delaval ... | ... | | | | |
| — | Pilot ... | ... | — | L.E. (A) | | |
| — | Delaval ... | ... | — | L.E. (A) | | |
| — | Newcastle ... | ... | 3 42 | Ety. | | |
| 3 54 | S.B.S. ... | ... | — | L.E. | | |
| — | Delaval ... | ... | | | | |
| Pilot to 9-0 p.m. | | | | | | |
| — | Delaval ... | ... | 9 0 | L.E. | | |
| 9 10 | Shed ... | ... | | | | |

(A) Wednesdays only 14th and 21st September work 2-40 p.m. Ety. C.C.T.S. S.B.S. to Newcastle.

| | | |
|---------------------|-----------|-----------|
| | 1st set | 2nd set |
| Driver sign on ... | 5 55 a.m. | 1 20 p.m. |
| Driver sign off ... | 1 55 p.m. | 9 20 p.m. |
| Hours ... | 8 0 | 8 0 |

Provide for MO.

| | | |
|-----|---------------|-----------|
| | | a.m. |
| 6 7 | Newcastle ... | 5 55 Ety. |
| | S.B.S. ... | |

PASSENGER LOCOMOTIVE WORKING.

BLAYDON.

SATURDAYS.

BN.10L. Class V.3 engine and Men.

| | | | | | |
|-----------------------------------|-----------|-----|-------|-------|------|
| | Shed ... | ... | a.m. | 4 15 | L.E. |
| — | Newcastle | ... | 4 40 | Ety. | |
| 4 52 | S.B.S. | ... | — | L.E. | |
| — | Newcastle | ... | 5 40 | Ety. | |
| 5 48 | Delaval | ... | — | L.E. | |
| — | S.B.S. | ... | — | L.E. | |
| Shunt Colchester set as required. | | | | | |
| — | S.B.S. | ... | — | L.E. | |
| — | Delaval | ... | — | L.E. | |
| — | Pilot | ... | — | L.E. | |
| — | Delaval | ... | 8 30 | Ety. | |
| 8 38 | Newcastle | ... | — | L.E. | |
| — | Delaval | ... | — | L.E. | |
| — | S.B.S. | ... | 10 15 | Stock | |
| 10 27 | Newcastle | ... | 10 50 | Stock | |
| 10 58 | Delaval | ... | — | L.E. | |
| 11 2 † | S.B.S. | ... | — | L.E. | |
| — | Delaval | ... | — | L.E. | |
| — | Pilot | ... | — | L.E. | |
| — | Delaval | ... | — | L.E. | |
| — | S.B.S. | ... | 2 40 | Ety. | |
| 2 52 | Newcastle | ... | 3 42 | Ety. | |
| — | Newcastle | ... | 3 42 | Ety. | |
| 3 54 | S.B.S. | ... | † | L.E. | |
| — | Newcastle | ... | 6 12 | Ety. | |
| 6 24 | S.B.S. | ... | R. | 9 36 | Ety. |
| 9 48 | Newcastle | ... | (A) | 11 0 | L.E. |
| 11 10 | Shed ... | ... | — | L.E. | |

(A) S.H. vehicles for 11-20 p.m. King's Cross.

| | | |
|---------------------|------------|------------|
| | 1st set | 2nd set |
| Driver sign on ... | 3 15 a.m. | 10 47 a.m. |
| Driver sign off ... | 11 20 a.m. | 6 47 p.m. |
| Hours ... | 8 5 | 8 0 |

} To 24th
Sept.

SUNDAYS.

BN.5L. Class V.3 engine and Men.

| | | | | | |
|--------------------|------------|-----|--------|-------|------|
| | Shed ... | ... | a.m. | 4 10 | L.E. |
| — | S.B.S. | ... | 4 25 | Ety. | |
| 4 37 | Newcastle | ... | 5 5 | Ety. | |
| 5 35 | Sunderland | ... | 6 0 | Ety. | |
| 6 29 | Newcastle | ... | 6 32 | Ety. | |
| 6 44 | S.B.S. | ... | — | L.E. | |
| Shunt as required. | | | | | |
| — | S.B.S. | ... | 8 43 | Ety. | |
| 8 55 | Newcastle | ... | — | L.E. | |
| — | S.B.S. | ... | — | L.E. | |
| Shunt as required. | | | | | |
| — | S.B.S. | ... | ◆ | 12 26 | L.E. |
| — | Newcastle | ... | — | 12 46 | Ety. |
| 12 58 | S.B.S. | ... | (S.H.) | 2 18 | Ety. |
| 2 30 | Newcastle | ... | — | — | L.E. |
| — | S.B.S. | ... | (S.H.) | 4 3 | Ety. |
| 4 15 | Newcastle | ... | — | 5 40 | Ety. |
| 5 52 | S.B.S. | ... | — | — | L.E. |
| 6 0 | Shed ... | ... | R | 8 50 | L.E. |
| — | Newcastle | ... | — | 9 10 | Ety. |
| 9 22 | S.B.S. | ... | — | 10 30 | Ety. |
| 10 42 | Newcastle | ... | (S.H.) | 12 31 | L.E. |
| 12 44 | Shed ... | ... | — | — | L.E. |

| | | |
|---------------------|------------|------------|
| | 1st set | 2nd set |
| Driver sign on ... | 3 10 a.m. | 10 35 a.m. |
| Driver sign off ... | 11 10 a.m. | 6 10 p.m. |
| Hours ... | 8 0 | 7 35 |

PASSENGER LOCOMOTIVE WORKING.

ALNMOUTH—WEEKDAYS.

AL.3. (Freight). Class J.39 engine and Men. SX.

| P. | Shed ... | a.m. | L.E. |
|------|--------------|------|------|
| 6 30 | Alnmouth ... | 6 25 | Gds. |
| 7 0 | Alnmouth ... | 6 50 | (B.) |
| 7 51 | Alnmouth ... | 7 45 | (B.) |
| 8 5 | Alnmouth ... | 7 58 | (B.) |
| 8 21 | Alnmouth ... | 8 15 | (B.) |
| 8 37 | Alnmouth ... | 8 30 | (B.) |
| — | Alnmouth ... | — | L.E. |

Shunts as required at Alnmouth, incl. Gas Works, N.C.B. Sdgs. and Petrol Sdgs.

| | Alnmouth ... | p.m. | L.E. |
|-------|--------------|-------|------|
| — | Alnmouth ... | 12 35 | (B.) |
| 12 58 | Alnmouth ... | 12 52 | (B.) |
| 1 13 | Alnmouth ... | 1 6 | (B.) |

Shunt as required at Alnmouth and Alnmouth.

| | | | |
|------|--------------|------|------|
| 4 56 | Alnmouth ... | 4 50 | (B.) |
| 5 42 | Alnmouth ... | 5 35 | (B.) |
| 6 15 | Alnmouth ... | 5 55 | Gds. |

Shunt as required.

| | Alnmouth ... | L.E. |
|-------|--------------|------------|
| — | Alnmouth ... | 10 0 (B.) |
| 10 6 | Alnmouth ... | 10 17 (B.) |
| 10 24 | Alnmouth ... | 10 28 L.E. |
| 10 35 | Shed ... | — |

Men change over at Alnmouth at 2-20 p.m.

| | 1st set | 2nd set |
|---------------------|-----------|------------|
| Driver sign on ... | 6 10 a.m. | 2 10 p.m. |
| Driver sign off ... | 2 35 p.m. | 10 50 p.m. |
| Hours ... | 8 25 | 8 40 |

AL.3. (Freight). Class J.39 engine and Men. SO.

| P. | Shed ... | a.m. | L.E. |
|------|--------------|------|------|
| 6 30 | Alnmouth ... | 6 25 | Gds. |
| 7 0 | Alnmouth ... | 6 50 | (B.) |
| 7 51 | Alnmouth ... | 7 45 | (B.) |
| 8 5 | Alnmouth ... | 7 58 | (B.) |
| 8 21 | Alnmouth ... | 8 15 | (B.) |
| 8 37 | Alnmouth ... | 8 30 | (B.) |
| — | Alnmouth ... | — | L.E. |

Shunts as required at Alnmouth, incl. Gas Works, N.C.B. Sdgs. and Petrol Sdgs.

| | Alnmouth ... | p.m. | L.E. |
|-------|--------------|-------|------|
| 12 41 | Alnmouth ... | 12 35 | (B.) |
| 12 58 | Alnmouth ... | 12 52 | (B.) |
| 1 22 | Alnmouth ... | 1 15 | (B.) |
| 4 56 | Alnmouth ... | 4 50 | (B.) |
| 5 42 | Alnmouth ... | 5 35 | (B.) |
| 6 15 | Alnmouth ... | 5 55 | Gds. |
| — | Alnmouth ... | — | L.E. |
| 8 31 | Alnmouth ... | 8 25 | (B.) |
| 8 52 | Alnmouth ... | 8 45 | (B.) |
| 10 6 | Alnmouth ... | 10 0 | (B.) |
| 10 24 | Alnmouth ... | 10 17 | (B.) |
| 10 38 | Alnmouth ... | 10 28 | L.E. |
| | Shed ... | — | — |

Men change at Alnmouth at 2-20 p.m.

| | 1st set | 2nd set |
|---------------------|-----------|------------|
| Driver sign on ... | 6 10 a.m. | 2 10 p.m. |
| Driver sign off ... | 2 35 p.m. | 10 50 p.m. |
| Hours ... | 8 25 | 8 40 |

TWEEDMOUTH—WEEKDAYS.

TW.II. Class J.39 engine.

| | Shed ... | a.m. | L.E. |
|--|------------------|------|-----------|
| — | Berwick ... | 5 20 | L.E. |
| S.H. vehicles for 7-28 a.m. Newcastle. | | | |
| — | Berwick ... | 6 15 | L.E. |
| 6 45 | Eyemouth ... | 7 5 | |
| 7 13 | Burnmouth ... | 7 35 | |
| 7 43 | Eyemouth ... | 8 0 | |
| 8 18 | Berwick ... | 8 52 | |
| 9 20 | Eyemouth ... (A) | — | L.E. |
| — | Tweedmouth Shed | 2 45 | L.E. |
| — | Eyemouth ... | 3 30 | |
| 3 39 | Burnmouth ... | 4 0 | |
| 4 8 | Eyemouth ... | 5 0 | Mixed (D) |
| 5 9 (D) | Burnmouth ... | 5 25 | (E) |
| 5 33 (E) | Eyemouth ... | 6 53 | Fish SX |
| 7 0 | Burnmouth ... | — | L.E. |
| — | Tweedmouth Shed | — | — |

(A) Works Goods trips to Burnmouth and return, if required.

(D) Runs 10 minutes later SO.

(E) Runs 15 minutes later SO.

1st set prepare engine.

2nd set prepare and stable engine.

| | 1st set | 2nd set |
|---------------------|------------|-----------|
| Driver sign on ... | 4 20 a.m. | 1 45 p.m. |
| Driver sign off ... | 12 20 p.m. | 9 45 p.m. |

| | | |
|-----------|-----|-----|
| Hours ... | 8 0 | 8 0 |
|-----------|-----|-----|

PASSENGER LOCOMOTIVE WORKING.

SUNDERLAND—WEEKDAYS.

Station Pilot. Class A.8 engine.

| | | | | | |
|-------------------------------------|----------------|-----|-----|------|------|
| P. | Shed ... | ... | ... | a.m. | |
| — | Sunderland ... | ... | ... | 6 0 | L.E. |
| Station Pilot until 9-0 p.m. | | | | | |
| | Sunderland ... | ... | ... | 9 0 | L.E. |
| 9 25 | Shed ... | ... | ... | | |

Engine prepared and taken to Station by Shed set.

1st set relieve at Station 7-0 a.m.

2nd set relieve at 2-25 p.m.

| | | | |
|---------------------|-----------|----------------|----------------|
| | | 1st set | 2nd set |
| Driver sign on ... | 6 45 a.m. | 2 10 p.m. | |
| Driver sign off ... | 2 45 p.m. | 10 0 p.m. | |
| Hours ... | 8 0 | 7 50 | |

Provide for:—

SX.

| | | | | | |
|------|--------------------|-----|------|---------------|--|
| | | | | p.m. | |
| 8 33 | Wearmouth Jct. ... | ... | 8 15 | C (551) Asst. | |
| | Pallion ... | ... | | | |

PASSENGER LOCOMOTIVE WORKING.
ASSISTING OF TRAINS OUT OF DURHAM STATION.

WEEKDAYS.

| Ex Newcastle | | Ex Durham | SX | SO |
|--------------|-----|------------|-------|-------|
| 7 56 a.m. | ... | 8 16 a.m. | GD.15 | GD.13 |
| 8 15 a.m. | ... | 8 37 a.m. | GD.15 | GD.13 |
| 8 55 a.m. | ... | 9 16 a.m. | GD.15 | GD.13 |
| 9 55 a.m. | ... | 10 16 a.m. | GD.15 | GD.13 |
| 12 30 p.m. | ... | 12 52 p.m. | GD.15 | GD.13 |
| 7 5 p.m. | ... | 7 33 p.m. | GD.15 | GD.13 |
| 7 25 p.m. | ... | 7 52 p.m. | GD.15 | GD.13 |
| 10 45 p.m. | ... | 11 9 p.m. | GD.15 | — |
| 11 20 p.m. | ... | 11 45 p.m. | GD.15 | GD.13 |

SUNDAYS.

| Ex Newcastle | | Ex Durham | |
|--------------|-----|------------|------|
| 9 45 a.m. | ... | 10 7 a.m. | GD.7 |
| 10 35 a.m. | ... | 10 58 a.m. | GD.7 |
| 11 50 a.m. | ... | 12 22 p.m. | GD.7 |
| 2 11 p.m. | ... | 2 33 p.m. | GD.7 |
| 2 45 p.m. | ... | 3 7 p.m. | GD.7 |
| 3 50 p.m. | ... | 4 12 p.m. | GD.7 |
| 7 10 p.m. | ... | 7 37 p.m. | GD.7 |
| 7 40 p.m. | ... | 8 6 p.m. | GD.7 |
| 10 45 p.m. | ... | 11 9 p.m. | GD.7 |
| 10 57 p.m. | ... | 11 20 p.m. | GD.7 |
| 11 18 p.m. | ... | 11 42 p.m. | GD.7 |

PASSENGER LOCOMOTIVE WORKING.

LONDON MIDLAND REGION.

CARLISLE (CANAL)—MONDAYS TO FRIDAYS.

CD.31. Engine and Men.

| | | | | | |
|-------|-------------|-----|-----|--------------|-------|
| | Shed ... | ... | ... | p.m. 7 20 | L.E. |
| — | Carlisle | ... | ... | 8 0 | Pcls. |
| 10 38 | Newcastle | ... | ... | — | L.E. |
| | Forth turn. | | | | |
| | Newcastle | ... | ... | 12 30 | |
| 1 57 | Carlisle | ... | ... | 2 35 | L.E. |
| 2 45 | Shed ... | ... | ... | | |

CARLISLE (CANAL)—SUNDAYS.

CD.34. Engine and Men.

| | | | | | |
|-------|--------------|-----|-----|--------------|-------|
| | Shed ... | ... | ... | p.m. 8 15 | L.E. |
| — | Carlisle | ... | ... | 8 45 | Pcls. |
| 11 12 | Newcastle | ... | ‡ | — | L.E. |
| — | Forth (turn) | ... | ... | — | L.E. |
| — | Newcastle | ... | ... | 12 30 | |
| 1 57 | Carlisle | ... | ... | 2 7 | L.E. |
| 2 17 | Shed ... | ... | ... | | |

PASSENGER LOCOMOTIVE WORKING.

SCOTTISH REGION.

HAWICK—WEEKDAYS.

No. 1. Class V.3 engine.

| | | | a.m. | |
|-------|----------------------|-----|-------|------|
| 8 1 | Kelso ... | ... | 7 35 | |
| | St. Boswells ... | ... | 8 25 | |
| 9 40 | Berwick ... | ... | 9 56 | |
| 11 8 | St. Boswells ... | ... | | |
| | St. Boswells ... | ... | 11 30 | } SX |
| 11 51 | Kelso ... (A) † | | 2 21 | |
| 2 46 | St. Boswells ... | ... | | |
| | St. Boswells ... | ... | 11 24 | } SO |
| 11 45 | Kelso ... | ... | 11 52 | |
| 12 16 | St. Boswells ... † ♦ | | | |
| | St. Boswells ... | ... | 4 0 | |
| 5 35 | Berwick ... | ... | 6 37 | |
| 8 17 | St. Boswells ... | ... | 8 30 | L.E. |
| 8 45 | Shed ... | ... | | |

(A) L.E. to St. Boswells for Relief.